

North-China Herald

AND

SUPREME COURT & CONSULAR GAZETTE.

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BIRTHS.

At Shanghai, on the 31st August, Mrs. Wm. BIRT, of a daughter.

At Shanghai, on the 3rd September, Mrs. G. LANING, of a son.

At Shanghai, on the 4th inst., the wife of G. G. LOWDER, I.M. Customs, of a son.

At the Family Hotel, Chefoo, on the 31st August, Mrs. EDWARD NEWMAN, of a daughter.

DEATHS.

At Shanghai, on the 2nd instant, HARRY EASTON, aged 23 years.

At the Shanghai General Hospital, on the 7th September, 1877, WILLIAM H. HENDRICK, Consular Clerk at the U.S. Consulate-General.

At Tientsin, on the 28th August, JESSIE MABEL, youngest daughter of the Rev. C. A. Stanley, aged 2 years and 4 months.

At Taku, on the 28th August, FRANCIS MARY, daughter of the Rev. J. S. Barradale, aged 1 year and 3 months.

At Newchwang, on the 19th August, the infant daughter of A. W. W. KINDBLAD, I.M. Customs.

At Hankow, on the 28th August, 1877, suddenly, of apoplexy, F. H. B. JENKINS, aged 41 years and 6 months.

At Foochow, on the 30th August, 1877, of cholera, after a few hours illness, BERTRAM A. MITFORD, in the 33rd year of his age.

At Hongkong, on the 6th instant, J. P. DONALDSON, Chief Engineer in the service of the C.N. Co.

PASSENGERS.

DEPARTED.

Per str. *Sin Nanxing*, for Chefoo—Mr. and Mrs. J. McMillan.

ARRIVED.

Per str. *Haining*, from Chefoo—Mr. and Mrs. Myers, Messrs. G. W. Haden and C. Hill.

Per str. *Fung-shun*, from Tientsin—Mr. Wilck.

Per str. *Appin*, from Chefoo—Mrs. Nolting.

Per str. *Hiroshima Maru*, from Japan—His Excellency Mori Arinori, wife and child, Mrs. Kato, Mrs. Gould and infant, Mrs. Grimmer, Messrs. G. E. Knight, W. Lee, C. Dawson, M. F. Keefe, R. Kirby, and Murray, R.N., 6 Europeans, 11 Japanese, and 8 Chinese in steerage.

LEAVING.

Per str. *Tigre*, for Marseilles—Mrs. S. H. Schmid, Messrs. F. T. Green and T. H. Hall.

For Singapore—Miss M. Ricci.

METEOROLOGICAL REPORT.

Day of Month.	Barometer		Thermometer		Hygrometer		WIND.		Rain-fall in inches previous 24 hours.
	9 A.M.	Attached Therm.	Max.	Min.	Dry Bulb.	Wet Bulb.	Force.	Direction	
Aug. 26	29.80	75.0	83.0	72.0	75.0	74.0	2	E, b.c.	..
27	29.85	76.0	82.0	71.5	75.0	73.0	2	E.S.E., b.c.	..
28	29.99	76.5	85.0	73.0	77.0	73.0	2	N., b.c.	..
29	29.93	78.5	85.0	71.5	78.0	75.0	2	S.E., b.	..
30	29.90	79.0	85.0	73.0	79.0	75.0	2	S., b.	..
31	30.00	78.0	86.0	77.0	78.0	76.0	2	N.E., b.c.	..
Sep. 1	30.06	78.5	82.0	71.5	76.5	69.0	2	S.N.E., b.c.	..

EXPLANATION.
Initials:—b. blue sky; c. clouds; f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. thunder; z. calm. Force from 1 to 12 estimated.

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LONDON (E.C.)

Advertisements will be repeated unless countermanded.

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The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, SEPT. 8, 1877.

We confess that our experience of the twenty-years-in-the-country-and-speak-the-language-men whom Wingrove Cooke so mercilessly satirised, scarcely bears out the view which he took of their tendencies. In one case which he may be supposed to have had more particularly in his eye, we grant he was probably right; but the majority of those who have had long intercourse with the Chinese seem to us as fully alive to their foibles as the newest comer who brings unbiassed good sense to bear upon the question. It is a prolonged residence at Peking rather than mere acquaintance with the language, which seems to bring men under the glamour of the Classics, and prevents them from viewing questions otherwise than through Chinese spectacles. Differences of opinion of course there are and will be, regarding this or any other problem. But the blatant admiration for everything Chinese, the opinion that they are a highly civilized, energetic, and virtuous people who have been cruelly under-rated and ill-treated by their foreign visitors, generally comes from a distance. We have one instance of this over-estimate, in the article comparing the Chinese and Hindus, which we reprint on another page from the *Calcutta Englishman*. The picture is no doubt overcoloured on the Chinese side with a purpose—in order to heighten the contrast. But after making every allowance for this literary device, there remain a number of palpable errors, due simply to misconception. A Chinese homestead may be free from the tangled undergrowth of jungle in which an Indian cottage is often embosomed; but the filthy open drain which generally runs in immediate proximity to the former is scarcely less objectionable, as an evidence of neglect—even if the value of the shade afforded by the condemned jungle, from the blazing

rays of a Bengal sun, is left out of consideration. That the Chinaman has more energy and perhaps more force of mind than a Bengalee, is probably true. But so has an Englishman more energy and more force of mind than a Chinaman, and for the good reason that each lives in a climate more favourable to the development of energy than the other. But even if we grant the superiority of the average or lower class Chinaman to the Indian, we question very much whether the comparison holds good among the upper classes. Pit Scindiah, for instance, against Li Hung-chang, or try to find a Chinaman to be named in the same day with Rama Persad Roy, erst member of the Legislative Council of Bengal. Of course, the system of education has been different; but, to take a purely native statesman, where is the Chinaman to be matched with the Prime Minister of Hyderabad?

To turn, however, from such abstract comparisons to actual statements of fact—"The European merchant," we are told, "pierced into China, and gave to the world its most soothing beverage. The Chinaman quietly drives out the intruder by excelling him in his own field of labour; and the tea trade with its enormous profits is the guerdon of the children of the soil."—Now, this is simple nonsense, and the only way to give meaning to it is to assume that the writer thinks Englishmen bought gardens and originated the cultivation of tea in China, as they did in India. The real truth is the exact converse. The only interest foreigners ever had in Chinese tea they retain. They buy the leaf manufactured by the Chinese in the interior and brought down to the treaty ports for sale. What "driving out" there is in the matter applies rather to India, where foreigners, with Indian labour, threaten to produce an article which will drive China teas out of the London market.—We are next told "the foreigner came (to China) and made a railway. The Chinaman saw that it was good, and bought and worked it." We beg our contemporary's pardon for flatly contradicting him. The Chinaman did nothing of the kind. He—that is the mandarins—saw that it was bad, from his point of view, inasmuch as it was an innovation; and he bought it to get rid of it, without any intention of working it. Up to the end of October it is owned and worked by foreigners; after that it is the Viceroy's present intention to stop it altogether. The Chinese are not yet capable of working the railway any more than they are of

working their steamers, which are commanded, officered and engineered by foreigners. We are not going over again, here, the much-discussed question of the economic wisdom or unwisdom of the Government running such a line as the so-called China Merchants' Steamer Navigation Company. Suffice it to say it is not a merchants' company in any sense of the word. With the exception of an exceedingly small sum, the purchase money was advanced by Government, and it is only a heavy subsidy which enables it to sustain foreign competition. No doubt there is the object of driving out foreigners, if our contemporary thinks that meritorious. But we should call it an economic blunder.

Summary of News.

The American mail of the 1st August arrived yesterday, by the M.B. str. *Hiroshima Maru*.

A mail leaves to-morrow for Europe, by the M.M. str. *Tigre*.

The Russians have sustained another severe defeat—at Karahasankioy, some 15 miles to the north-west of Eakijuma, and have been driven back towards Rustchuk, with much loss of men and booty.—The Turks are assuming the offensive along the whole line.—Osman Pasha has made a reconnaissance in force from Plevna, in the course of which he has driven back the Russians, and taken several redoubts.—Valentine Baker is said to be highly distinguishing himself.—The Turks have abandoned Sukhum Kaleh.—M. Thiers is dead.

The only paragraph of interest in the Municipal Minutes refers to the approaching visit of the Hongkong Postmaster-General. Mr. Lister has invited an expression of any suggestions the Council may have to make, on Postal matters; but beyond hinting at the desirability of having one Central Post Office substituted for the various establishments now working in as many different parts of the Settlements, the Council have no special remark to offer. We only wish some plan could be devised for achieving the object pointed to.

The hearing of an action was commenced in H. B. M.'s Supreme Court, Monday, before R. A. Mowat, Esq., Acting Assistant Judge, and a Jury, in which Captain Lyell, of Chefoo, claimed Tls. 2,000 from Captain R. Paul, the commander of H.B.M.'s gunboat *Mosquito*, for false imprisonment. The case arose out of the wreck of the *Annie Gray*, about eight miles from Chefoo, in January last, when plaintiff, who was saving the cargo, was taken as a prisoner from the wreck to Chefoo in the *Mosquito*, and charged before the Consul with impeding the saving operations, and with threatening to throw the paymaster of the *Mosquito* overboard. For the two offences he was mulcted in fines amounting to £55. It was now claimed that his arrest was unjustifiable, and that he was accordingly entitled to

damages. The case was concluded Tuesday. The jury gave a verdict in favour of the plaintiff, and assessed the damages at Tls. 300. Defendant has also to pay the costs.

Franklin B. Richmond, the man who escaped from the U. S. Consulate a few weeks ago, was tried Tuesday before Mr. O. B. Bradford, Acting Vice-Consul-General, for obtaining goods from several tradesmen with intent to defraud. The circumstances of the case are well-known; the prisoner, who virtually offered no defence, was sentenced to 60 days' hard labour.

We are glad to publish the text of a letter which has been addressed by the Chairman of the Shanghai Chamber of Commerce to the Ministers of the Treaty Powers, regarding the deterioration of the Hwangpu.—We only hope that the question now again raised will not be allowed to drop, but that it will be urged on the attention of the Chinese Government until some Authority is appointed, having both power and funds to deal promptly with the work.

The *Customs' Gazette* tends to swell in bulk, but this is partly owing to the number of fines and confiscations which, in the April-June number, cover nearly fifty pages; and include such important items as the confiscation of a package of musk-cat skins which realised 86 tael cents, and enabled a reward of 8 cents to be paid to the energetic seizing officer.—There is, however, a further cause of additional bulk in the present volume, in the presence of returns from four new ports; that from Ichang, for instance, recording the arrival of four steamers without other cargoes than Tls. 3,000 worth of sycee, and their departure with an aggregate export of 1,092 peculs of coal; the revenue accruing from these operations being Tls. 43.6.8 for the entire quarter.

Turning now to Shanghai, in search of some more substantial figures, we find the import of Grey Shirtings was greater by 270,000 pieces than in the corresponding period of 1876; that of T-Cloths 20,000 less; that of English Drills and Jeans 40,000 pieces less; that of American 15,000 more; and that of Dutch again nearly 40,000 less.—There was a very large increase in the import of Sheetings and Handkerchiefs; but no material variation in other classes of Cotton Goods.—The gross import of Woolens was 5,000 pieces less than in the corresponding quarter, the total being kept up by an increase of 20,000 pieces in the import of Figured Lustres, while every other article except Camlets show a decrease.—Iron more than doubled; Lead shows a falling off of about 30 per cent.—Opium figures for 11,700 peculs against 8,900.—The revenue was less by Tls. 50,000 than in 1876.

A gentleman requests us to make public the following particulars of an accident which occurred to his wife at 5 o'clock on Saturday afternoon, whilst riding in a 'ricksha, at the corner of Seward and Tiendong roads. He writes:—"A foreigner was driving a four-wheeled trap through the Seward road, and my wife was coming down the Tiendong road, when the trap

ran foul of her *ricksha*, turning it completely over, putting her arm out of joint, and doing her other serious injury. The driver never stopped to see what damage he had done, but drove at the same reckless speed across the Garden Bridge. My wife is now laid upon a sick bed in consequence of his driving. The gentleman, whoever he is, ought to be ashamed of himself to leave a woman lying in the streets unable to move."—We should think so! The only mistake our correspondent makes is in the term he applies to the man who was guilty of such heartless and cowardly behaviour. Whatever he may have been, he cannot have been a gentleman. We sincerely trust the Police will be able to identify him.

Myriads of the insects, resembling small caterpillars, which have occasioned so much wonderment in the Settlement during the last week, settled on Saturday, on a camphor-wood chest of drawers in the bed-room of a resident in the Nanking Road. No sooner had they settled than they formed themselves into divisions, battalions, out-posts and pickets; and then, with the industry of ants, commenced to weave a web of considerable dimensions. The outer and main lines of the web were of astonishing strength, while the intervening lines were finer and more artistically executed. Their work was watched with great interest, and many opinions were expressed as to what it all was. Not the least amusing one was the suggestion of an engineer, that the little creepers had been sent from above to weave a net to protect the Woosung Railway until further consideration had been given to the project. We fear the Chinese will not view them in this light.

* The great number of stray and diseased dogs prowling about is one of the most objectionable eyesores in the Settlement, and it is not one of the easiest duties the Police have to perform, to lessen the number as much as possible. For some months past it is well-known that they have been somewhat active in this respect,—a little too much so for the natives, who have complained that respectable dogs having homes and owners have been among those destroyed. No doubt mistakes are occasionally made; but the work is on the whole a useful one; and we much regret to hear that the vigilance of one policeman, in attempting to capture a well-known pest to the Cathedral Compound, has resulted in his death from hydrophobia. Deceased's name was John Luiech. Shortly before five o'clock on the morning of the 25th of last May, he was on duty in the Kiukiang Road, when he came across the dog described. In his endeavours to capture him, the brute bit him severely on the right hand and likewise grazed the skin of both legs. He reported the occurrence at the Central Station, and Dr. Henderson attended to the wounds. For five days Luiech was off duty, but did not regard the injuries as anything serious; and to all appearances they got perfectly well. During the three months that have since elapsed, he has performed his duty, and it was only on Thursday week that he complained of feeling unwell. He was requested to see Dr. Henderson, who at once ordered him to the Hospital. The

symptoms of hydrophobia rapidly developed; and his death was, as has been the result in the majority if not all of such cases, only a question of time. Occasionally he was conscious and appeared to be quite himself, while at other times it was painful in the extreme to be near him. Gradually he got worse and worse until death terminated his sufferings at a late hour on Saturday night.

The cable between Amoy and Gutzlaff is broken, and as the *H. C. Ersted* is away at Vladivostok some considerable time must elapse before it can be repaired.

The two rivals, the *Gleneagles* and *Lowdown Castle*, are again in the river side by side; but as one loads for London and the other for New York, it seems that they will not have another chance of trying conclusions till next tea season.

From a list published at the *Rising Sun* office, Nagasaki, it appears that the fleet belonging to the Mitsu Bishi Mail Steamship Company now comprises fifty-five vessels, of which thirty-nine are steamers, six barques, one training ship, two hulks, one schooner, four barges, one steam-launch, and one steam-tug.

H. B. M. corvette *Juno* will go down the river, over the bar, on the 10th instant; and, after the arrival of the next English mail, will proceed to Nagasaki. During the *Juno's* absence, the Commander of the *Frolic* will carry out the senior naval officer's duties at Shanghai.

Training for the approaching races having commenced, Griffin sales have also set in with their accustomed severity.—Tls. 240, 195, 180 and 150 have been among the prices given.

Many of our readers will have felt, at one time or another, the inconvenience of not having at hand for reference a copy of such and such a foreign treaty with China. Several of these had never been printed. Others had been separately printed after negotiation, for semi-private use; others have seen the light in the columns of newspapers, and others again have been recorded in European publications such as the *British and Foreign State Papers*, compiled in London by Mr. Edward Hertslet, or in the *Archives Diplomatiques*, the corresponding Parisian work; but for all general purposes, they have remained virtually inaccessible. Under the editorship of Mr. W. F. Mayers, all the several treaties and agreements which have been from time concluded by China with other nations, have now been collected and printed at the *North-China Herald* office in a convenient volume of some 250 pages. The large number of copies which have been subscribed for beforehand proves that the work will be especially welcome at Consulates, Legations, and Customs Offices, and we have no doubt it will be found a necessary book of reference by many private readers. There are some documents in it which will by-and-bye call for especial notice. In the meantime we merely acknowledge the book, the subscription copies of which will, we understand, be distributed next week, as quickly as they can be prepared.

We have to acknowledge another number of the journal of the N.-C. Branch of the Royal Asiatic Society. It opens with the usual

report of operations during the year 1876, giving detailed statements of the Librarian, Treasurer, and the Hon. Curator of the Museum, and a list of members.—First among the papers read before the Society during the year, we have the President's address on the "Border Lands of Geology and History", which we reviewed some months ago when it was published as a pamphlet.—An article by Mr. Hobson on "Fort Zelandia and the Dutch Occupation of Formosa" comes next, and a paper by Dr. O. F. von Mollendorff on "The Vertebrata of the Province of Chihli, with notes on Chinese zoological nomenclature," third in the series.—The Rev. Mr. Martin contributes a short paper on "The style of Chinese epistolary composition," and Dr. Eddins one on "Chinese names for boats and boat gear, with remarks on the Chinese use of the Mariner's compass."—A paper by Mr. Stent on "Chinese Eunuchs" closes the volume.

We have received the July-August number of the *Chinese Recorder*, which opens with two very readable papers, entitled "The Chinese in Mongolia," and "The Old Man of the Mountain." Copious missionary statistics follow, and an article entitled "How can self-support be developed in the native churches?" A tribute to the memory of the late Rev. C. F. Preston, and some miscellaneous papers, complete the number.

Mr. Giles has republished in pamphlet form the interesting account of his trip from Swatow to Canton (overland,) which has been published lately in a fragmentary form in the columns of the *Evening Courier*. In a brief preface note Mr. Giles explains the motive of the trip as follows:—

"Being under instructions to proceed to Hui-chou Fu (惠州府), via Ch'ao-chou Fu (潮州府) and Kai-ying ch'ou (嘉應州), in order to verify the good faith of the Chinese in posting the Yunnan Proclamation, it was obviously more expeditious and more economical to push on from the former city to Canton, thence to Hongkong, and so back to Swatow. It was also infinitely more agreeable; for although this trip is one which might well claim the attention of any two or more residents in Canton, Hongkong, or Swatow, desirous of spending a pleasant month surrounded by beautiful scenery,—yet an utter isolation from all human beings except Chinese and Hakkas, even for the short space of three weeks, had made the prospect of European society unusually inviting, at the same time that it had brought home forcibly to the writer the sustained heroism of such real travellers as Cooper, Margary, and Elids."

A curious complaint is made against the Provincial Treasurer of Shansi, who is accused of having, for a number of years, remitted only Tls. 20,000 per month for the use of Tso Tsung-tang's army, instead of Tls. 50,000 as ordered. The curious thing is that the complaint should not have been made at the first, if it is true. At any rate, the province does not seem in a condition to pay either Tls. 50,000 or Tls. 20,000 at present.

Memorial after memorial appears in the *Gazette*, representing the distress which

prevails in Shansi, from the continued failure of the crops. The anticipations of the Governor, who memorialised some time ago apprehending a second failure, seem to have been realised. "Up to the middle of July no rain had fallen, and the crops had for the most part withered away, all prospect of a harvest being consequently postponed until next year." And periods of scarcity are always associated in Chinese apprehension with fears of rebellion. "In addition to the misery and loss of life which is to be deplored," writes the memorialist, "there is the likelihood of disturbances being caused by the machinations of designing villains;" that is to say, that the starving people will take to brigandage to get food. He suggests raising a relief fund by the sale of titles. The proposal, together with a similar one from Tseng Kwo-tsiun, is under consideration.

The day of the small river gunboat, whose function was to lie within the mouth of creeks and beat periodically on the tom-tom to warn pirates to commit their depredations elsewhere, is evidently nearly over. We mentioned, some time ago, that the Governor of Chekeang was talking of having small steamers built to replace those in his jurisdiction; and we find from the *Gazette* of the 23rd August, that the idea has been already put in practice in Kwangtung. No less than sixteen small steam-launches have been introduced for Police purposes on the three great rivers which intersect that province. Their total cost has been Tls. 96,860, and they cost per month Tls. 4,148 to maintain. The idea is an excellent one, and if honestly commanded and used, they ought to be of great service in suppressing piracy in those much-vexed waters.

In the *Peking Gazette* of the 24th August, the Imperial Agent at Hami reports the arrival of some 2,000 Mussulmen who had been carried off by the Mahomedan insurgents, and have been now released and returned from Turfan.—Reference is also made to a Princess of the tribe, who was carried off at the same time and whose whereabouts has not been ascertained.—One Mahomed, the Chief of the Hami tribe, lost his wife through the rebellion, and now begs to have a new consort whom he has married, officially recognised. The memorialists recommend that this be done, as he is incapable of managing his own affairs and she will take care of him!

We learn from PEKING that the mission to Japan, the appointment of two envoys to which took place nearly a year ago, is at length about to set out for that country. The two envoys, Ho Ju-chang and Chang Sze-kwei (the latter a well-known Ningpo shop-keeper and junk-owner) had audience on the 29th ulto. This is, characteristically enough, described in the *Peking Gazette* of that date (in the "Court Circular" page) as an audience had by the two officials above-named "who are about to travel abroad 遊國."—The *Peking Court Circular* of the 24th August mentions that Tséng Ki-tshé (eldest son of the late Tséng Kwo-fan) has paid his respects and had audience on the expiry of his double term of mourning—for his deceased father and his mother. It will be remembered that news of his mother's

death reached him as he was on his way to Peking—at the expiry of the first term—and obliged him to return at once for a further period to his native province.—The prolonged retreat thus entailed upon him has unduly delayed his entry into public life, in which he is believed to be anxious to take part.

A TIENTSIN correspondent writes on the 1st September:—Some rain has fallen. But there is much sickness among the Chinese. The Chinese are steeping hemp in all the pits and pools about the city, which is causing a horrible stench and filling the air with miasma.

We commend to our readers' perusal the very interesting extracts which will be found below, from letters from Messrs. Baber and Gill, who appear to be pursuing their travels independently, in SZECHUEN.—We can hardly sympathise with the former so keenly as his hardships may deserve, because we don't see the advantage of travelling without mosquito curtain, bedding and extra clothing.

A decree in the *Peking Gazette* of the 24th August grants a request by the Viceroy of Nanking for a remission of taxation in certain districts near NANKING, "on the score of their prostrate condition, and their recent sufferings from locusts and drought." A remission of three-tenths of the grain-tax is conceded in favour of five districts, and a decree to this effect is ordered to be publicly placarded and the proper steps taken to prevent official underlings extorting the sum thus surrendered.

We hear that cholera is very bad at Foochow among the Chinese, who are dying in numbers. With the exception of one death which has unhappily been recorded, foreigners seem to have escaped the epidemic, though diarrhoea is prevalent among them.

The *Daily Press* gives publicity to what appears to be a most outrageous piece of effrontery on the part of a Canton Mandarin. It appears that a foreign resident in Hongkong has been for some years past in correspondence with some Chinese iron founders at Fatshan (a town distant some twelve miles to the North-west of Canton, and the seat of a large manufacturing industry) with the object of starting works or a foundry of similar nature in Hongkong, but there were difficulties in the way, which, however, have now been surmounted, and the works were commenced at Shau-ki-wan some months ago. A comprador or Chinese manager, a shroff, an accountant, and iron moulders were engaged, and everything appeared to be going smoothly, when three of the Fatshan ironmasters, evidently alarmed by the threatened opposition to their probably lucrative business, made a petition to H.E. the Salt Commissioner, who in consequence issued an order to the Namhoi magistrate, stating that the Admiral should destroy the works at Shau-ki-wan and ordering him (the magistrate) to arrest the comprador, accountant, labourers, and all parties concerned. These men having fled to Hongkong, the Chinese Authorities seized a shop in Fatshan in which an uncle of the comprador was a shareholder. Representations were made to the Hongkong Colonial Government, who in turn appear to have made representations through H. M. Consul to the Chinese Authorities, for a fresh batch of Chinese Police proceeded to the shop at Fatshan, broke open the door, gutted the place, and wantonly cut down and destroyed the fruit trees in the garden behind the premises. In all probability, when the entire affair comes

to the knowledge of the superior officials at Peking, their displeasure will be signalized by the disgrace or removal of H.E. the Salt Commissioner; in the meantime the foreign promoter of the scheme bids fair to be ruined, as, putting aside the stoppage of his works, the comprador's relatives and all parties aggrieved have come down on him for damages on the ground that he read over to them the Treaty, and more especially the proclamation of the Colony (in which Her Gracious Majesty Queen Victoria actually invites Chinese to settle in the Colony under promise of protection from Her Majesty's Government), and stated that he would guarantee them immunity from all loss or injury resulting from their engaging in his employ in Hongkong. That in the British Colony of Hongkong, remarks the writer, so perfectly legal an enterprize as this ironworks appears to be can be thus crushed, or even temporarily inconvenienced by Chinese officials, is certainly so monstrous as to be almost incredible, but the facts are as stated, and we must now wait to see what further action the Colonial authorities may see fit to take in the matter.—Captain de Souza, of the Portuguese barque *Alca*, reports that on the 29th ultimo, when between Pedra Branca and the Pratas Shoal, he met part of a ship having the deck burnt and the stem and stern gone. The vessel appeared to be built of wood with iron framing,

A complimentary dinner was given on the 28th ult., at the Grand Hotel, YOKOHAMA, to General T. B. Van Buren, U. S. Consul-General, prior to his departure for the United States. There was a large attendance, including representatives of every nationality in Yokohama, and the gathering is described by the papers as the most successful of the kind yet given in the Settlement.—The Governor of Kagoshima has telegraphed to Tokio that cholera has broken out in Kagoshima ken, and that forty persons had already fallen victims to it. This is justly regarded as serious news, and it is stated that a quarantine hospital has already been erected at Tomioka, from which it is inferred that all vessels arriving at Yokohama from the coasts adjacent to the infected districts will be subjected to rigid inspection.

The *Herald* translates a paragraph from *L'Echo du Japon* to the effect that on the 9th ult. a cannonade was distinctly heard proceeding from the sea at Fukuyama, which greatly alarmed both the authorities and inhabitants of Yezo, who thought that the insurgents might have attempted a landing. A letter from Hakodate, dated the 11th inst., gave the following explanation:—The British man-of-war *Vigilant* left this port at the commencement of the month for surveying purposes. During the night between the 9th and 10th she got on a rock in the Fukuyama sea. Not being able to get afloat she fired alarm guns from time to time during five hours. As soon as the Hakodate Kencho was informed of the accident, it despatched a steamer in aid of the distressed ship, which entered the port of Hakodate the next evening.—Referring to the reported outbreak of cholera in Kagoshima Ken, the *Herald* says, if true, it is the old story of pestilence following in the footsteps of war. The island of Kiushiu is at present admirably fitted to become a hotbed of disease. An over-heated atmosphere is tainted by the putrid exhalations from thousands of human corpses, many of which are buried at an insufficient depth, whilst it is to be presumed that some lie rotting in the open air. The inhabitants have been bodily weakened and mentally distressed by sufferings entailed by the war; driven from home they have had to live in the woods on scanty food. Should cholera once get a foothold in such a country, among such a population, and in such a season as the present, its ravages may become very great and extend very far.

Editorial Selections.**THE DEATH OF YAKOUB BEG.**

THE death of Yakoub Beg, Ameer of Eastern Turkestan, is an event which in the present state of Asiatic politics cannot fail to have important consequences. A soldier of fortune, by steady perseverance and strict discipline he had almost succeeded in welding into one nation the restless people of the Altai-shahar, and had become a power of considerable influence from his position between England, Russia and China. The last were animated by feelings of the most intense hostility towards the man who had succeeded in expelling their garrisons from Central Asia. Russia alternately coaxed and bullied the able soldier who, alone of Asiatic potentates, seemed able to place bounds to her continual encroachments, but all the while gave secret encouragement and sometimes substantial help to his inveterate enemies, the Chinese. England, whose interests were intimately bound up with those of the Ameer, pursued towards him that vacillating line of policy which has recently made her counsels almost contemptible amongst foreign nations. At first his advances were refused altogether; afterwards they were encouraged, and three embassies sent in return to make a treaty with the Ameer. This done, and when the time came to act on it and send a permanent representative to Kashgar, the old idea returned, and at a word from Russia the mission was postponed indefinitely. It was little wonder that, treated in this manner, the thoughts of the Ameer turned from England, and that he sought the treacherous friendship of Russia. The presence of an able soldier in Central Asia was, however, particularly distasteful to the latter power; and though the Russian Generals in Central Asia hesitated to attack the redoubtable Ameer in open war, they none the less in secret aided his inveterate enemies, the Chinese. There is good reason to believe that the latter would ere this have been compelled to retire, had it not been for the opportune assistance of Russia, in return for which the latter gained the acknowledgment of its claim to the valley of the Ili. Worn out by the undisguised hostility of China, the treacherous action of Russia, and the feeble and vacillating friendship of England which to him proved a veritable broken reed, it is no wonder that the latter days of the Ameer were troubled and overcast, and that in his death England will have to lament the loss of a natural ally both able and willing to further her interests in continental Asia.

As the death of the Ameer has occurred contemporaneously with an exposure of the real weakness of Russia which cannot fail to be felt all through Central Asia, it is not improbable that it may be the signal for

a renewal of the unsettled state of the continent which has placed it for centuries outside the pale of civilisation. Yakoub Beg was probably the one man suited to found a permanent empire on the ruins of Russian aggressions in Asia. With his death and the possible eventual withdrawal of Russia from her Asiatic conquests, should she be determined to carry on the war in Europe and Armenia, the hope of the rise of a civilised power in Central Asia seems indefinitely postponed. Unfortunately, so far as we are aware, Yakoub has left behind no successor to be compared in ability with himself. His son, Kuli Beg, the new Ameer, is described as a dissipated young man. His father had employed him in one or two campaigns against the Toonganies, but he does not seem to have distinguished himself. It was, probably, his feeling that in a crisis such as the present the infant state required all the ability which could be obtained, that led the old Ameer to select his lieutenant, Hakim Khan Tula, in preference to his own son. The recollections of his own early life, and the remembrance of how he had superseded his former chief, taught him that, if Hakim were to succeed to the Ameer'ship, it would be better he should do so at once and legitimately, than after the state had suffered through the inability of the natural heir. We may accept two reasons for Hakim's refusal. It may as well have arisen from a sincere desire to establish the family of his old chief in power in a settled kingdom, as from a fear that, with the death of Yakoub, his newly created kingdom would fall. Similar instances of fidelity have happened before this in Asiatic history, and the new Ameer, Kuli, if he is only sensible enough to trust his father's old adviser, may yet succeed in establishing a kingdom in Central Asia. China is beginning to feel the drain on its resources to be excessive. It has an equal interest with Great Britain in the establishment of a strong power between itself and Russia. It is well known that a strong party, even in Peking, are wise enough to see that, even independently of the expense of the conflict, they are really, by the continuance of the war, playing the game of Russia. We hope, therefore, in the interests of all concerned, that the negotiations said to be going on for the establishment of a peace between China and Kashgar may be successful, and that before long we may see a British and Chinese Envoy on good terms at the Court of the new Ameer.

THE FOUR NEW PORTS.

ONE naturally turns with interest, on receipt of the first quarterly Returns of Trade since the opening of the new ports, to the pages on which these are represented; and it is curious to find the anticipations with which the event was looked forward to, so thoroughly falsified.

The opening of these four ports—Ichang, Wuhu, Wenchow and Pakhoi was asked for in the memorials addressed to Sir Rutherford when he was engaged, ten years ago, on the first revision of the Tientsin treaty; and though the enthusiasm about the second and third may have somewhat cooled in the interval, the expectations of northern residents from the opening of Ichang, and of Hongkong from the opening of Pakhoi, have certainly been always high. Yet, these two ports have proved so far an utter blank; and Wuhu and Wenchow alone show a small amount of business during the three months under review.

Pakhoi, which our southern friends pointed to as the entrepôt of the west coast, imported simply 5.88 piculs of opium, which gave one solitary steamer an opportunity of visiting the port, and yielded a revenue of Tls. 177.1.4.2—the entire Customs receipts for the quarter. While the port of Kiungchow in Hainan, which they declared they did not want, which was laughed at and written down, seems really in a fair way to develop a moderate trade.—It imported during the quarter 10,000 odd pieces of Cotton Goods (or more than half what Takow took during the same period), and yielded altogether a revenue of Tls. 26,485 (about half, again, of that yielded by the Formosan port). It remains to be seen whether this development will continue, or whether Pakhoi will eventually injure Kiungchow, or Kiungchow will become the port of supply for Pakhoi, or whether each will help the other by affording additional inducements for steamer traffic, as was suggested last year, when the projected opening of the mainland port became known.

The port which was to have tapped the head waters of the Yangtze, and in virtue of its position at the foot of the Rapids to have become the place of transshipment for goods coming from or going to Szechuen, yields so far a perfect blank. There are not even 5 piculs of opium to help out this page. One steamer went up in April, and another went up in May. They seem to have taken up Tls. 3,000 of treasure between them, the object of which is not difficult to surmise; and they took away 1,092 piculs of coal, which may or may not have been for their own or their consorts' consumption. In any case, they seem not to have repeated the visit in May; and Tls. 43.6.8 stands as the total revenue of the quarter. We cannot conceive, however, that this represents a true verdict upon the capabilities of the port; but anticipate that, with time and opportunity, a very different result will surely be worked out.

As we remarked at the outset, Wuhu on the lower Yangtze, and Wenchow on the coast of Chekeang show a better result; and in the latter case, at least, without damaging the older neighbouring port. Wenchow

imported 40,000 pieces of Shirts and 29,000 of T-Cloths besides a variety of other articles, some Metals, and a quantity of Sundries; and yielded a revenue of Tls. 1,500; Ningpo at the same time more than holding its own both in respect of Import and Inland Transit, and showing an increase of Tls. 16,000 on the quarter's revenue. The Taotai has done his best to check what nascent hope these figures show, by trying to impose impracticable *lekin* rules; but these must inevitably defeat themselves, from the stupid way in which they fly in the face of every existing engagement.—We come now to Wuhu, which shows the only moderately decent result of the four, and whose residents seem to speak most hopefully of its future. Wuhu imported 11,700 pieces of Shirts, and 13,100 pieces of T-Cloths, besides some 800 pieces of Woollens; and yielded altogether a revenue of Tls. 2,943. It was always predicted that whatever direct trade might arise from the opening of Wuhu would be so much detracted from that of Chinkeang, which has hitherto served as its port of supply. And certainly the Chinkeang returns during the quarter under notice do show in some respects a marked falling off; the revenue having been only Tls. 29,000 against 45,000 in 1876. The very excess, however, of the deficit prevents its being placed to the debit of Wuhu, and except in the case of T-Cloths—which show a decrease of nearly 15,000 pieces, and which had been declining steadily for the previous three years—the decrease is not shown in items where Wuhu competition would especially come in. Chinkeang has been declining for some time as steadily and as rapidly as it arose during the years which followed the opening of the Hweiquan barrier; and has lately passed through something like a commercial crisis. We must wait till it has settled down to steadier work, and till Wuhu has better shown of what it is capable, before predicting what result the opening of the latter port is likely to have upon its fortunes.

THE LEKIN REGULATIONS AT WENCHOW.

It seems that the Chinese Government is again trying on an old game which has frequently proved serviceable, and which, though often exposed, still finds each time it is tried a set of men ready to be again deceived. The present moment, when an entire revision of the *lekin* rates is being negotiated for at Peking, would seem inopportune for such an exhibition of the desire of the Government to withdraw from its previous engagements, as is displayed in the regulations for the new calling places on the Yangtze and the recently opened port of Wenchow. It is, however, the time deliberately chosen by the Chinese Government to make still further encroachments on its treaty

stipulations. We are all familiar with the history of previous difficulties with China. Little by little exactions were heaped up and obstructions placed in the way of intercourse, till at last trade became impossible; and some further step, insignificant in itself, became the occasion of actual quarrel. Finding, however, that war was a difficult game to play, the Chinese Government has tried the more congenial method of diplomacy, and has succeeded in getting back much that it lost by former ruder methods.—It was evident, however, that there must be something plausible to give up in the approaching struggle with the German Minister, in order to avoid some still more unbearable concession. Were the game to be played out on ground occupied prior to the Convention at Chefoo, it was evident that something of importance must be pushed up to meet the extra pressure placed upon the Government. There were, unfortunately, indications of weakness in that instrument. It wanted that precision of expression which a Minister entirely in earnest should not have failed to have made use of; and one or two ambiguous words, capable, like the swords of the gate-keepers of Paradise, of being turned every way, were permitted to be inserted. This weakness and ambiguity in the instrument has been skilfully taken advantage of to the utmost, not so much in the hope of ultimate success, as with the object of the prior occupation of a position from which the skilful diplomatist may gracefully retire. The matter has been reduced to a simple question. The German Minister presses the Chinese Government for a certain amount of concession; that Government in the most liberal spirit accepts the position, and agrees that at a certain time it will be ready to proceed with the game. Meanwhile, it wilfully increases the mass of obstructiveness, so that there may be the greater ability to concede, and apparently the greater praise due for its ready acquiescence. It is something like an old trick with a too complaisant tailor. A. has an old score which the tradesman presses him to reduce. A. willingly accedes and names a time when he will settle the amount he can pay up; meanwhile, as he wants clothes, he goes to the tradesman and orders several new suits; when the time comes for payment he offers half the price of the latter towards a reduction of his debt. He has palpably done two good things. He has got his clothes at half their price; and has besides, by his readiness in meeting the views of the tradesman, effected a temporary release from the pressure which the latter was bringing to bear on him. He has kept his promise to the letter, and what could the latter expect more? It was certainly the tailor's fault if he allowed himself to be "sold" by such a simple device, and A. could not be blamed by any reasonable man. So the Chinese Government, finding that some-

thing must be yielded, makes new aggressions in the hope that when the time comes for payment of the next instalment, a too affable Minister may permit the last move to remain unquestioned, and proceed from it in his demands, rather than from the *status ante quo*.

THE LOSSES CAUSED BY WAR.

A RECENT writer in *The Banker's Magazine* has put one side of an important question very forcibly, and has used illustrations which will commend his arguments to many minds. The article we refer to occurs in the June number, and is called "What nations have to lose by going to war." The point which is brought out with peculiar force and cogency is the extent of the indirect loss, damage, and impoverishment, that nations suffer when war is going on anywhere. It is not the old story that the belligerents destroy in a few mad months the hoarded resources of years, and put themselves back to a distinct and appreciable extent! It is the truth that the interests of all countries are now so inextricably entwined and mixed up that, if one member of the political body suffers, all the members suffer with it! "Formerly, riches were accumulated in some few corners, so to speak, of the earth; now they are spread over all parts of it, or at least their owners are. Formerly, if you attacked Athens, you threatened the property of the Athenians only. Now, if you attack London, you do incalculable damage not only to Londoners but to every one abroad—and there are enormous numbers of persons so placed—who keeps his property in London, who trades with London, who receives remittances from it, or settles his money transactions there." Or, as it is yet more strikingly put later, "In making war on a foreign country, you may destroy a railway, you may desolate its neighbourhood, you may stop its traffic, and end by making bankrupt some of your own countrymen instead of the nation you think you are injuring."

All this is plausible, but, of course, only half true. A nation loses a great deal, or, at all events, risks a great deal by going to war; but if she does not go to war she may find herself quietly but completely "effaced." If the world generally recognised the fact that it would never do anything that did not pay, we should have attained an advanced stage on the road to the millennium; and we fear that, cogent as some of the arguments in the *Banker's Magazine* are, they will not seriously affect the minds of those personages who have the question of War or Peace in their hand. Ambition, terror as to the security of a dynasty, a desire to turn the popular gaze from the too close scrutiny of a doubtful title to empire; these are the causes of war; and, in fact, the writer before us neutralizes the whole force of his

argument by the unlucky admission at the close of it—"nations without the recklessness of poverty are not likely to go to war rashly." But if a nation happens to be reckless and poor it may upset the whole theory, and so all the cobweb argument about the interests of peoples being closely intertwined may be swept away at any moment, when the figure described in the *Banker's Magazine* as "an adventurous ruler" comes upon the scene.

Of course, on the other hand, it may be alleged fairly enough that the iteration of truths like those plain and practical ones in the paper before us may do good. It is always useful to show the inconvenient results of wrong doing in a prominent manner, with a view to deter people from being led away by specious arguments, and all arguments in favour of war are in utilitarian eyes specious. The *reductio ad absurdum* of the whole thing, however, is put in the following passage:—"We want coffee, and tea and sugar, all of which we consume as if they were necessities, and not the luxuries our fathers thought them. And they all come from abroad. Part of our bread we raise at home, perhaps a half of our yearly consumption, but probably not so much; but we look to Mincing Lane for our "breakfast table." So to speak, we go to the West Indies for breakfast; and though we stay at home for dinner, yet we cannot think of the plain home-grown beef without sauces and condiments, foreign cuisine and tropical produce whilst we go to the East for Chinese tea, and should not now be able in the least to make up our minds to do without it. War, or certain kinds of war at least, would annihilate Mincing Lane. Our ports would be blocked, our breakfast table devastated. Depend upon it we should think twice before beginning such a war."—Now, translated into plain words, what does this mean. It means that a great nation having an Imperial policy to carry out, and Imperial interests to defend, would be deterred from doing so by the consideration that the war necessary to the attainment of these objects might raise the price of caviar! When principles are at stake, and a struggle for national preeminence going on, we are thankful to say the masses rise to higher considerations than those of the palate. The memory of Inker-mann and Balaklava does an Englishman more good than the daintiest "condiment" which was ever served at the breakfast tables.

REVIEW.

RUSSIA: by D. MACKENZIE WALLACE, M.A., Member of the Imperial Russian Geographical Society. Cassell, Petter, & Galpin, London, Paris, and New York. 1877.

At a time when everybody is talking and thinking about Russia, it is natural that a popular work on the Empire should be forthcoming. Mr. Wallace has resided nearly six years in St. Petersburg, Moscow,

and Yaroslaff, and therefore may be listened to with some attention on the subject. His book has been favourably reviewed, and certainly deserves to be read carefully. But we must acknowledge that, when the very best case possible is made for the Russian system, it does not strike us in a favourable light. The book begins with an account of Railways in Russia. Here is a specimen of the way in which they were made:—

"From St. Petersburg to Moscow the locomotive runs for a distance of 400 miles, almost as 'the crow' is supposed to fly, turning neither to the right hand nor to the left. For fifteen weary hours the passenger in the express train looks out on forest and morass, and rarely catches sight of human habitation. Only once he perceives in the distance what may be called a town: it is the Iver which has been thus favoured, not because it is a place of importance, but simply because it happened to be near the straight line. And why was the railway constructed in this extraordinary fashion? For the best of all reasons—Because the Tsar so ordered it. When the preliminary survey was being made, Nicholas learned that the officers entrusted with the task—and the Minister of Ways and Roads in the number—were being influenced more by personal than technical considerations, and he determined to cut the Gordian knot in true Imperial style. When the Ministers laid before him the map, with the intention of explaining the proposed route, he took a ruler, drew a straight line! from the one terminus to the other, and remarked in a tone that precluded all discussion: 'You will construct the line so.'"

This spirit, more or less flimsily veiled, is visible in every page of Mr. Wallace's Book. He talks to a priest. The ecclesiastic says, "We full grown men are treated as children, and watched like conspirators." He deviates from the paths of Orthodoxy and talks to some heretics of the sect known as the Molekani; but, "long accustomed to "extortion and persecution at the hands of "the Administration, and suspecting me "to be a secret agent of the Government, "they carefully avoided speaking on any "subject beyond the state of the weather "and the prospects of the harvests, and "replied to my questions on other topics "as if they had been standing before a "Grand Inquisitor."

The writer himself, travelling with his passport completely *en règle*, duly *visé* by the British and Russian Consuls at Galatz, is arrested without rhyme or reason, and is only released after a confinement of thirty-six hours by a telegram from the Embassy at St. Petersburg. It is rather trying to hear of a country ground down by an iron rule like this, going forth to dispense the blessings of freedom to oppressed Bulgaria!—The picture of the mercantile class is not flattering:—

"The two great blemishes on the character of the Russian merchants as a class are, according to general opinion, their ignorance and their dishonesty. As to the former of these there cannot possibly be any difference of opinion. The great majority of the merchants do not possess even the rudiments of education. Many of them can neither read nor write, and are forced to keep their accounts in their memory or by means of ingenious hieroglyphics, intelligible only to the inventor. Others can decipher the Calendar and the names of the Saints, can sign their names with tolerable facility, and can make the simple arithmetical calculations with the help of a little calculating instrument

called 'stcheti,' which resembles the 'abaca' of the old Romans, and is universally used in Russia. It is only the minority who understand the mysteries of regular book-keeping, and of these very few can make any pretensions to being educated men."

The state of the agriculturalists is bad. In a very carefully written chapter entitled "The Commune, its effect in the future" which seems to us a model of fair and well considered statement without the intrusion of any bias, Mr. Wallace is compelled to report facts which tell strongly against the system at present at work in the rural districts. For instance we find in vol. 1, page 220:—

"The first condition of all agricultural progress is some species of land tenure, according to which the farmer may be sure that he will not be summarily ejected, and will enjoy peaceably the fruits of any improvements which he may make; the second condition is that the farmer be free to cultivate as he chooses, untrammelled by any restrictions except such as are necessary to prevent the undue exhaustion of the soil. Neither of these conditions is fulfilled by the communal system." Later we read:—

"The truth is that the peasants have not begun to think of anything approaching high-farming, and those of them who possess land of their own outside of the communal boundary never introduce any improvements."

Another feature, of which we have always heard a good deal, is the corruption that is general in the country. We have all heard strange stories from those who have visited the Russian Settlements on the Amoor, of money received by officials for works never commenced, and so on; but of course we were disposed to think that these instances of venality were only to be met with in the remote and outlying districts of the vast Empire. The truth seems to be that the whole body of administrators are men who have a price, and whose price is not as a rule a very high one. We read incessantly denunciations of the corruption of officials of all ranks in China, but it seems in evidence that the state of affairs in the dominions of the Tsar is quite as bad as that which exists in the Middle Kingdom:—

"Besides the unavoidable evils of excessive centralization, Russia has had to suffer much from the jobbery, venality, and extortion of the officials. When Peter the Great one day prepared to hang every man who should steal as much as would buy a rope, his Procurator-General frankly replied that if his Majesty put his project into execution there would be no officials left. 'We all steal,' added the worthy official; 'the only difference is that some of us steal larger amounts and more openly than others.' Since these words were spoken, more than a century and a half have passed, and during all that time Russia has steadily made progress in many respects; but until the commencement of the present reign little change took place in the moral character of the administration. The elder half of the present generation can still remember the time when they could have repeated without much exaggeration the confession of Peter's Procurator-General."

We have little or no doubt that when the true history of the present War is written, and we get an accurate account of the causes that have led to the recent reverses in Europe and in Asia, we shall find that many of the troubles of the Russians have

resulted from abuses in the Commissariat and other departments. We expect that the common soldiers have been in many cases supplied with bad food and bad weapons. The newspaper correspondents have as far as we know thrown a veil over these matters hitherto, but we shall be surprised if disclosures are not made before long. We know that there is corruption in Turkey, and that bad biscuits were supplied to the troops at Kars; but we know that, as there is a Parliament in Turkey and a right of free speech, directly this abuse was discovered, it was pointed out and remedied. The officer who had winked at the malpractices was disgraced. But in Russia there is no free voice, and therefore as it was in the time of the fierce and formidable Peter, so is it under the humane and well-intentioned Alexander. Added to all these sources of weakness the two fatal elements of Poverty and Extravagance—for, to quote Mr. Wallace, "The very rich families are not numerous. The lavish expenditure in which Russian nobles often indulge indicates too frequently not large fortune but simply foolish ostentation and reckless improvidence"—and we have nearly all the conditions that are fatal to national progress. A country with a despotic ruler, with agriculturalists who cannot make the most of the soil, with merchants who are ignorant and dishonest, with officials who are venal and corrupt, and with a noblesse that is poor and extravagant, would have a hard struggle in time of peace; but when it is suddenly called upon to sustain the burdens of a costly and disastrous war, its future may excite grave apprehensions; and we confess these fears are strong in our minds when we close the volume which gives, according to the best authorities, the latest and the fairest picture of Holy Russia.

Outports.

SZECHUEN.

We have been favoured with perusal of a private letter from Mr. Baber, dated the 26th July, in which he describes himself as drifting down the Min River in delicious weather, winding among low hills covered with fir and insect wax trees.

"To the South-west an enormous mass of rock thrusts its head and shoulders above the clouds. I first descried it from a distance of more than sixty miles, and knew it at once. It is the holy mountain of Omi, on the borders of Thibet, and the bourne to which I am journeying is its summit.

"I am roughing it in a somewhat complete sense; no bed; no mattress, and Chinese food. The day after leaving Chungking was so appallingly hot, and the inn we put up at so insectivorous, that I slept on a hill side with a coolie to fan the mosquitoes away. In a few days I shall be among mountain snows; and as my extra clothing consists of three pocket handkerchiefs, I fear I shall have to wear a blanket all day.—I shall probably be back in Chungking in about six weeks' time."

Mr. Gill, dating from Cheng-tu, 29th June, writes:—I have returned here again from a most delightful expedition, which took about a month, and which I thoroughly enjoyed. I left this with the intention of going to a place called Li Fan Fu, about six days' journey, but when two days

out from this, I found unexpected facilities for going to Sung Pau Ting, on the borders of the Koko Nor, which I determined to avail myself of. I was at this time at Kuan Hsien, just at the point where the (so called) Min River debouches from the mountains into this beautiful plain; and I think the situation is one of the most picturesque I have ever seen. There are some exceedingly fine temples here, most gorgeously decorated, and the scrupulous cleanliness of everything, the perfect repair in which the places are kept, the beautifully paved courts, and fine flights of stone steps with never a weed between the flags, the freshness of the gilding and coloring on the decorations, present a remarkable contrast to the sort of thing I have been previously accustomed to in China. One of the temples is situated on a little headland over the river which rushes and boils beneath; and from a charming little pavilion in the grounds you look to the right up the beatifully green and well wooded valley of the Min, while to the left the Ch'eng Tu plain, which from the number of trees planted along the roads and round the houses has all the appearance of being well-wooded—is spread out.

From Kuan Hsien, I ascended the Min River, but turned aside up a tributary to Li Fan Fu, the last Chinese station but one in this direction. Here I was amongst the Su Mu tribe of the Mautze, who now have been driven out of the valleys by the Chinese, and mostly inhabit the tops of the mountains. Their style of architecture is very like the Thibetan, with flat roofs, stone walls with scarcely any window, and a sort of upper story over a portion of the roof. The official who presides over each village is permitted to build a high square tower to his house, and these are very prominent and characteristic features in the villages. In the valley, all the way are ruins (and some evidently quite recent) of Mautze villages, and now and then you see a new Chinese village built within a few yards of the ruins of a Mautze village. In the mountains, in the neighbourhood, they report glaciers, which is more than possible for I subsequently found the snow line was upwards of 12,000 feet above the sea, and some of the mountains that I saw must have had at least 2,000 feet of their summits covered with snow. From Li Fan Fu, I retraced my steps to the Min River. All this neighbourhood is a land of marvels; indeed I think that it would make a very good race with the Holy Land for first place as a miracle country. Chin Tai, who has a great love for the marvellous, was never tired telling me of the astounding things that happened here, and wiled away many an hour of marching.

Near Mao Chou there are some magnificent snowy peaks, and early one morning rounding a corner of the rocks a magnificent pyramid of virgin snow suddenly burst upon me; this was lighted up by the rising sun, and thrown into relief by an almost black shadow over a rocky and nearer mountain.

About four days before reaching Sung Pau Ting, and at about 7,000 feet above the sea, I suddenly came into a pleasant country which lasted till I crossed the mountain pass that divides this river from the Lung Ngan Fou river. The number and tameness of the birds was something astounding. I had very few cartridges with me, and only shot what I wanted to eat. It was never necessary to look for them, as there were always plenty walking about by the road side, and if I ever went off after a dead or wounded bird they used to come out of the bushes three or four at a time. They are not the same as the Shanghai pheasants, for they have no white ring round the neck. In the mountains are Ibex, wild sheep and musk deer, and two or three days away from the road, Red deer are found. Sung Pau Ting is the last Chinese station but one on the road to the Koko Nor; everything is very new about the place, and the Chinese population rapidly

increasing. The Mongols bring in here vast quantities of skins, deer's horns and musk, for sale. On the pastures near, there are large herds of yaks and oxen. The Yak is also extensively used as a beast of burden, and I can testify that the beef is excellent. My landlord at Sung Pau ying was a Mahomedan trader who had been to the Koko Nor, and described the journey in winter as something terrible. The country to the East of this is inhabited by the Sifan, a people in appearance very unlike the Chinese. They have some very good ponies which, after the little animals I had become accustomed to, looked gigantic horses. I crossed the ridge that divides the Min from the Lung Ngan Fou river, at a height of something over 12,000 feet, and then rapidly descended a beautiful valley enclosed by immense pine-covered mountains. I never saw a pheasant once, over the ridge, and the climate seems very different; from the extraordinary verdure here, I should think it must always rain in the upper part of this valley.

From here I came down the valley through Lung Ngan Fou and Mem Chou, back to this place, after a delightful journey and generally very fine weather. Up to to-day I have not had anywhere a really hot day. Here, it is always dull and overcast, raining off and on, but as yet, not hot. I walk about here, and no one takes much notice of me except the little boys.

SWATOW.

The *China Mail* learns from Swatow that Captain Tucker's party have not yet succeeded in finding the wreck of the *Maceppa*. The unsettled weather has caused some delay in the search, but they have been making up for lost time these last few days. The general opinion seems to be that the wreck must have settled down in the mud. We understand that search will be continued for a few days longer, and if not successful will be abandoned.

HONGKONG.

The *Daily Press* hears that piracy on a considerable scale has been committed within a short distance of Hongkong. The amount of specie said to have been captured is set down at between \$25,000 and \$30,000.—We shall not be surprised to hear of piracy in Hongkong waters or systematic robberies from Government houses, or of any other Chinese eccentricity, if Mr. Hennessy retains much longer the direction of affairs. The *Daily Press* mentions as one of his latest eccentricities the offer of a post as coolie in the Police Station to one Wong A-fook, a criminal recently charged with returning from deportation; and pertinently asks what had this man done that he should have Government employment offered to him, when hundreds of better and honester men are out of work? It will appear to the Chinese like offering a premium to crime.—Very lately a man named Chun A-fook was relieved from an order for deportation because of some flaw in the warrant, though why a new warrant was not made out seems to be a mystery. He has of course within a very short time been again brought up at the Police Court on a charge of larceny, and committed for trial. The necessity for deporting such characters needed no further proof, but this instance will serve to point a moral.—With regard to a recent alleged capture of a mermaid, the *Mail* has since seen the specimen, and it is scarcely what it was represented it to be. The owner, however, still seems to be under the impression that he has a very wonderful animal in his possession, but in the *Mail's* opinion it is an ingenious piece of Chinese handicraft, à la Barnum.—The Macao Authorities in one respect appear more progressive than those of Hongkong, inasmuch as steam-launches

have been provided for the water police. Most of the private houses here having much business on the water, possess steam-launches, but the police as yet have only the use of pull-away boats. The *Press* suggests that such a state of things seems out of date now. Were steam-launches used, no doubt the small craft of piratical tendencies which hover about the colony could be kept under much better control.

The *China Mail* hears that Mr. Ng Choy has accepted the engagement of the authorities to proceed to Foochow to prosecute the "Porter" case. When that case is over, it is probable that he will embrace this opportunity to extend his trip to Tientsin and Peking, as he has received a special invitation from a great official to go to Tientsin to pay him a visit. Mr. Ng Choy is very much sought after by the high Chinese functionaries everywhere; the Viceroy of Canton also solicited a special interview with him, but he has to postpone accepting it for the present. We also hear that Ng Choy has been offered the post of Secretary of Legation at London, but that he has declined it. This speaks well for European training, and for future intercourse.

It is notified in Saturday's *Gazette* that during the absence of the Postmaster-General, on his tour of inspection in China and Japan, Mr. S. Barff, Assistant Postmaster-General, will be in charge of the General Post Office in the Colony.—If what the *Daily Press* hears is true, Mr. Hennessy's new gaol system is not likely to work. The old hands among the Chinese police, who have been recommended to become turnkeys, in spite of the large increase in their pay generally refuse to stay. Two of them have, it is reported, left since Friday. It is said that the prisoners they had been the means of convicting have threatened their lives, and hence their unwillingness to remain as turnkeys.

CANTON.

There are further disasters to record in consequence of an inundation. The repair of the river bank in the Tsing Un district, which gave way at the time of the great inundation some time ago, had been nearly completed, but on the 18th instant an unexpected rise of the river occurred, and the bank in its uncompleted state being unable to withstand the extra force, about a hundred feet of it gave way. Through this breach the water rushed in tremendous volume, and a large tract of country was flooded. There is much distress in the villages.

There have been two or three brushes with pirates on the river lately. In one case a station guard-boat at Shun-tak-hoi was the victim. It appears the people on the guard-boat having sighted a pirate boat, fired a few shells at her. The pirates took no notice of the attack at the time beyond making the best of their way out of the range of the guard-boat, but in a short time they returned to the scene largely reinforced, having in all ten boats. They then commenced a vigorous attack on the guard-boat, which briskly returned the fire until their powder was exhausted. She was then boarded, and the soldiers jumped overboard to get out of the way. The pirates completely ransacked the guard-boat, taking away with them every removable article. I have not heard what the loss of men on either side was, but it cannot have been very small. That these pests should be allowed to infest the river is disgraceful to the Chinese authorities, as by vigorous action they could in a short time be cleared away completely. I heard of another of their depredations a few days ago. A man of some wealth in Sui Chew, wishing to dispose of his residence there, and remove to Canton, hired a large boat to convey his family and household effects to the city. After about an hour's sail pirates in several boats came and took

possession of all the property which was being removed. In this case, however, no personal violence was used, for the reason, I presume, that no resistance was offered, and the whilom rich man was left to return with his family to his old residence and meditate in peace upon his loss.—*Daily Press*.

25th August.

The last of the Hong Merchants has just died here, aged 88 years. He succeeded his father, one of the leading members of the Co-Hong in the early part of this century, in the mandarin department of their Hong nearly or quite half a century ago (Lin-chong being the chief partner), and was for many years prominent in the relations with foreign officers as intermediary, in conjunction with one or two other members of the Co-Hong. As such his position was often one of embarrassment and difficulty; but he seemed always to discharge the duties imposed upon him by the authorities with ability and untiring patience. His position was one of considerable advantage, in that his father had enjoyed the Emperor's favor, and his elder brother had attained to the high rank of the Hanlin, although the family became relatively poor.

At present the son of this eldest brother, who is also a graduate of the Hanlin and has a red button, is in chief charge of the educational department here.

The original home of the family was at Whampoa. There are here left of his family, including sons, grandsons, great-grandsons, nephews and their sons, forty-nine males; no account being given of the females in the funeral card.

His characteristics were in marked contrast to those of Pwan-Ting-gua, who had enjoyed the lavish use of a princely fortune after attaining high literary rank at Peking; and whose decease we noticed in 1874. In short, King Qua was eminently a prudent, temperate man, who exercised a salutary influence upon his family and society in general.—*China Mail*.

MACAO.

We hear that Senhor Carlos Eugenio da Silva, Governor of Macao, has been appointed Viceroy of Portuguese India, and that Senhor Scarnichia, the late Harbour Master, will succeed him at Macao. Senhor Scarnichia is much liked by the Macaoese, who have elected him their Deputado at the Portuguese Parliament for 1879.—A correspondent says:—We deeply regret the loss of our present intelligent and energetic Governor, and should like to have kept him here for some time longer, until all his plans of improvements were carried out; but cannot but be gratified that Senhor Scarnichia is his successor. We have much confidence in Senhor Scarnichia, who has been among us for the last twenty years, and is beloved by all. We tender our *parabens* to our Goa brethren for the good acquisition they have made.—The steam-launches built at Hongkong for the Macao Water Police arrived the other day in tow of the *Tejo*, and proved to be very efficient boats and admirably adapted for the purpose.—*China Mail*.

NAGASAKI.

The *Rising Sun* gives some particulars of the storm which was telegraphed as having occurred at Nagasaki on Sunday, the 26th ult. At six o'clock there was every appearance of bad weather, and by seven some heavy squalls of wind and rain tended to make many people fear a further development of the gale. The *Kearsarge* sent down her topgallant masts about 6.30, and about eight o'clock the *Lily* followed suit with her topmasts and yards, and not long afterwards she commenced to get up steam, as her anchorage was bad, and she was beginning to drag. The Captain of the

Horai Maru evidently did not feel secure in his berth, as he shifted his position further over to the westward. The *Tsuruga Maru* and *Seirio Maru* had also run in, and anchored down below the Slip at an early hour. As the wind continued, fears were entertained of it coming round to the westward, and with increased violence, but about 9.45, the glass, having fallen to 28.78, suddenly turned and commenced to rise, and the wind to shift to the northward and westward. The *Lily* had in the meantime got up steam and changed her position. The barometer continued to rise rapidly, and by noon it stood at 29.24. The sky, however, still looked dirty, though as the wind got round to the westward it gradually lessened in force till by four p.m. there was little evidence left of the breeze beyond the discolored water in the harbour, and a few traces of the path of the gale in the displacement of shingles, &c., here and there. The following are the readings of the barometer (Aneroid):—

6.00 a.m.	29.19	
8.00 "	28.88	Wind N.N.E.
9.00 "	28.84	
9.30 "	28.78	
10.00 "	28.84	North.
11.00 "	28.97	N.N.W.
12.00 noon	29.24	N.W.
5.00 p.m.	29.50	West.

The U.S.S. *Monocacy* left for Kobe on the 28th ult., and the French gunboat *Surprise* arrived from the same port on the same day. H.M.S. *Audacious* and *Vigilant* are expected on or about the 14th September from Hakodate. The gunvessel *Kestrel* will return from the North to Kobe, where she will relieve the *Egeria*; the *Junco* is expected to arrive from Shanghai shortly to meet the Admiral. H.M.S. *Lily* will probably not remain in Japan, but proceed to one of the North China ports during the month; the *Frolic*, when the necessary repairs are completed, will probably re-place the *Lily* at Nagasaki.

The *Press* says the schooner *Reindeer* and the hulk *Snap* were sold last week, the former realized \$250, and the latter \$2,500. These are very low figures for the vessels. They are to be sent to Yokohama.

Reports are given of desultory fighting with the rebels, who appear to be in very inconsiderable force.

HIOGO.

A rifle match was shot on the 25th, between seven men of H.M.S. *Egeria* and seven of the Kobe Athletic Club. The latter won by 56 points.—The programme has been issued of the usual autumn regatta.—On Sunday afternoon and evening (the same day that Nagasaki was similarly visited), Kobe was visited by a strong blow from the southward, but the damage done, so far as the *News* has been able to hear, is very trifling. High water and the worst of the wind came together at about 7.30 p.m., at which time the sea was breaking over the whole extent of the bund wall, native and foreign. A good deal of rubbish and some piles were thrown up, and the native bund and the street behind it were flooded for some distance, but we know of no damage having accrued beyond the loosening in places of the stonework of the bund wall. The *Egeria* dragged her anchor till she seemed in dangerous proximity to the beach, but fired up and steamed out till the blow was over.

Peking Gazette.

ABSTRACT OF PEKING GAZETTES.

Aug. 18th.—(1) A Decree. Let Ming 明 勳 go to be superintendent of the Manufactory at Nanking.

(2 and 3.) Decrees in answer to memorials from the two Superintendents of the livestock and house-property duty at Peking. Both report that the standard annual amount has been collected in full, but that the "supplementary amount" falls short of the prescribed total. The Board of Revenue is order to consider and report hereupon.

(4) Tso Tsung-t'ang, Governor-General of Kansuh, &c., memorializes upon the misconduct of a military officer named Sü Yün-fuh, a Colonel and brevet Brigade-General by rank, and distinguished with the order of Bat'uru, having the honorific epithet Yechink'en prefixed. He was sent last year to Barkul to undertake the charge of guarding the road by which supplies are forwarded for the army; but during all the months that have elapsed since he took up his command he has not apprehended a single robber. On the other hand he has petitioned stating that there are no traces of lurking banditti, and that the road is perfectly secure, and requesting to be allowed to proceed with his force to the front to share in the operations against the enemy. The memorialist rejected this request, rebuking him for an application which savours of the offence of recklessly advancing in disobedience of orders; and but a few days elapsed when forays were made at different points along the road by the lurking banditti, causing havoc among the traders and threatening an interruption of the communications. A force of cavalry and infantry which was despatched to the spot has now averted this source of danger; but the memorialist feels bound to take notice of the presumptuous and selfwilled conduct lately manifested by the officer in question, notwithstanding his past services and the reputation he has acquired through his bravery. It is requested that he be deprived of the honorific epithet accompanying his title of the order of Bat'uru, and that he be degraded to the rank of Lieutenant-Colonel.—Sanctioned by rescript.

Aug. 19th.—Tso Tsung-t'ang, Governor-General of Kansuh, &c., memorializes forwarding the statement presented to him by the Brigade-General of Ho Chow, Shên Yü-sui, who reports the rebuilding of the walls of that city under his auspices. The ancient fortifications, he represents, were half destroyed when the place fell into the hands of the insurgents, and although since the recovery of the place the battlements had been restored by the garrison, yet as the materials used were only mud-bricks, they have been reduced to a ruinous condition by the effects of weather. The walls have now been completely rebuilt with baked bricks, the cost of which undertaking it was intended to defray by a grant from the local *lekin* revenue. The Brigade-General reports, however, that the funds of the *lekin* collectorate are insufficient to meet this demand upon them, and he requests permission to have the amount that has been expended for materials, without taking into account the labour of the soldiery, to wit, the sum of Tls. 1,117, considered as a contribution from his own salary toward the public service. He has done no more than is his duty, as commanding in this locality, in meeting the present requirement, and he would not for a moment think of looking for any personal reward; but he asks that the services which have been rendered by the officers and men under his command may be recognized, by permission being given to submit the names of the most deserving among them for marks of the Imperial approbation.—Granted by rescript.

Aug. 20th.—(1 and 2) Decrees permitting Nghê-lêh-ho-pu, Military-Governor of Uliasutai, to resign his office on account of continued ill-health, and appointing Hêng Hün 恒訓 as his successor. Nghê-lêh-ho-pu is to continue in office until his successor arrives to relieve him.

(3 and 4) Memorials by Ting Pao-chêng, Governor-General of Sze-ch'wan, denouncing a long list of district officials for defalcations and sundry forms of misconduct. A list has been submitted to the Governor-General by the Provincial Treasurer, of the officials who have been guilty of malversations of the *tsin-t'ieh* funds, or additional percentage-tax levied in addition to the land tax in aid of the expenses of administration. This list is forwarded with the request that the individuals named may be stripped of their rank and held bound to make restitution within the period of two months.—For rescripts see *Gazette* of 10th inst.

(5) In a postscript memorial the same authority reports the outline of a case affecting the headship of the tribe of aborigines constituting the *t'u sze* of 穆坪 Mu-p'ing.

A petition had been lodged in the time of the Governor-General's predecessor by a girl named Késung Tsang Wang-chuma, daughter of Ta Kien Pao 大堅包, the late chief's principal wife, who complained stating that her father had died some years ago, leaving a son of tender age by his secondary wife, Siao Kien Pao 小堅包, and that, as the son was too young to succeed to the chieftainship, the government of the tribe and the seal of office were placed in the hands of Ta Kien Pao as administratrix. Report to this effect was communicated at the time to the Board at Peking by the authorities. In April, 1875, Siao Kien Pao, after vainly endeavouring to induce complainant's mother to affix her seal to an application that the boy be allowed to succeed to his inheritance, administered a fatal dose of poison to her on the night of April 17th, and employed a man of the tribe to break open the seal casket and run off with the seal. Petitioner having complained to the local authorities, an inquest was ordered to be held on her mother's remains, and the coffin containing them was removed to the District city; but, decomposition having set in, examination of the corpse was impracticable. The examiner removed however some teeth and finger-nails from the body; but petitioner cannot say what has become of them. The parties having all been summoned to the provincial capital and lodged in custody, repeated trials have been held, the accused woman persisting, however, in affirming her innocence, and although torture has been resorted to by way of intimidation, accuser and accused alike adhere firmly to their respective statements. They have both signed an application that the coffin be opened for examination; and orders have been given to this effect.

(6) The same authority reports that the Prefect of Ch'eng-tu, Li Têh-liang, has purchased advancement to the rank of Taotai by contributing to the Kwei-chow Sale of Titles Office, and as he has requested permission to leave his post, the Prefect of Ya-chow Fu is selected as a fit person to become acting incumbent pending the receipt of Imperial commands with regard to the appointment of a successor.—For rescript see *Gazette* of the 9th instant.

Aug. 21st.—(1) A decree appointing Sélengé as Manchu Brigade-General at Ch'eng-tu Fu (Sze-ch'wan), and Tung Ki as his successor in the Brigade-Generalship of Hing King (in Manchuria.)

(2) The Governor of Kwangtung memorializes reporting the condition of affairs in the province for the fourth moon (May-June), as regards rainfall, the crops, the prices of grain, and the bursting of embankments in various districts. He had previously reported to the like effect up to the end of the third moon. He is able to afford relief to the Imperial anxiety by the assurance that notwithstanding the excessive rains experienced in May, the crops generally are now in a promising state of forwardness, prices have not increased above the rates of the previous month, and the people are tranquil and

contented. He has, however, to report the bursting of several of the river embankments during the month of May, by which large tracts of country became inundated, with great consequent destruction of property in the districts north and west of Canton and in the immediate neighbourhood of the city itself. By the inroad of water from the North River, owing to the bursting of the Shek Kok embankment, the suburbs of Canton were flooded to a depth of several feet. Officers of the rank of expectant district Magistrate have now been sent to the various districts affected in this manner, to coöperate with the local notables and officials in surveying the amount of damage done and devising means for the repair of the embankments.

(3) The Governor-General of the two Kwang and the Governor of Kwangtung jointly memorialize reporting that a House of Detention for witnesses and complainants, whilst awaiting proceedings in appeal cases, was established at Canton in 1872 by the then Prefect and Judicial Commissioner, and that the principle upon which this institution is conducted is in accord with that which has been lately prescribed on the solicitation of the Governor of Kweichow. (See *Gazette* of April 6th, 1876, and March 29th and April 1st, 1877.)

Aug. 22nd.—No documents of importance.

Aug. 23rd.—(1) A decree based upon a memorial from Tso Tsung-t'ang, Governor-General of Kansuh, etc., who has accused the Provincial Treasurer of Shansi, Lin Show-t'u, of resorting to trickery in connection with the despatch of funds from that province for the military chest of the campaign on the western frontier. Since his entry upon his office, it is alleged, he has acted upon the rule laid down in 1867, that a sum of Taels 20,000 per mensem should be remitted to Tso Tsung-t'ang's army, ignoring the orders given in 1869, by which the monthly subsidy was raised to Taels 50,000. It is solicited that the Board of Revenue be commanded to enquire into the antecedents of the case, and to submit a penalty to be inflicted upon the official in question. The Board is directed to enquire and report accordingly.

(2) Wên Chung-han, a dignitary of the Supervisorate of Instruction, memorializes representing the distress which prevails in the province of Shansi in consequence of the drought of the past twelvemonths. As a native of the province, he receives intelligence relating to its condition which he feels bound to dilate upon; and he proceeds to draw the same picture of overwhelming distress from famine which has already been put forward by other memorialists. Up to the middle of July, he has learnt, no rain had fallen, and the crops had for the most part withered away, all prospect of a harvest being consequently postponed until next year. In addition to the misery and loss of life which is to be deplored, the likelihood of disturbances being caused by the machinations of designing villains is farther touched upon. The memorialist suggests, as a means of providing funds to meet the emergency, to which the local supplies of grain and the Taels 200,000 allotted by Government must prove inadequate, that the sale of rank and office be resorted to as a temporary measure. He would have substantive rank offered for purchase at a slight reduction as compared with the existing offices in connection with the provinces of Kansuh and Kweichow, in order to attract contributors. The operations of the office might be limited to the spring of next year, when the early wheat crops may be looked for.—For rescript see *Gazette* of 14th inst.

(3) The Governor-General and Governor of Kwangtung memorialize reporting the introduction of steam-launches for police purposes on the rivers of the province. Some years ago, they premise by stating, the late Governor-General Jui Lien and the late Governor Tsiang Yih-li obtained

seven steam gunboats by purchase from the British and French, which were severally commissioned to act as cruisers. As it was found that the cost of munitions of war, which it was necessary to import from abroad, was considerable, and as moreover when repairs were required to the machinery of the vessels much complication was entailed by the necessity of sending them to Hongkong for this purpose, a machine shop and arsenal was set on foot at Canton, which was placed under the direction of certain titular officials residing there. The first undertaking which the establishment in question was called upon to produce was a couple of steam-vessels for inland navigation, as was reported at the time to the Throne by the late Governor-General. The three great rivers of the province, entitled respectively the North, East, and West Rivers, from the directions from which they flow, require a large number of police-cruisers for the repression of brigandage and the protection of traffic; and as the older class of vessel cannot compete with steamers in respect of speed, fourteen additional steam cruisers have been ordered to be built at the Government works above-mentioned, making with the two previously constructed 16 in all. The total cost has been Taels 96,860; and the monthly expenditure for wages and sundries amounts to Tls. 4,148. Inspection has been held of the vessels in question after their completion, and they are found to be solidly built, of good material, and with satisfactory qualities of speed. They have been distributed for service on the three principal rivers. The vessels themselves are built on the foreign model, and, as their engines and equipments are all necessarily obtained from abroad, the cost has been of a nature unprovided for in the existing precedents. It can only be stated that all the money has been honestly expended and that no surcharges of a dishonest nature have been made. The expenditure has been defrayed; in conformity with the rule established in cases heretofore reported to the Throne, from the opium-*lekin* revenue. A statement of the outlay in detail is forward to the Boards.—Rescript: Let the Boards concerned take note.

Aug. 24th.—(Court Circular). Tsêng Ki-tseh paid his respects on the expiry of his mourning—for his deceased father Tsêng Kwoh-fan, and his mother—and had audience.—Kwang K'o, Manchu General-in-chief of Si-ngan, had audience on his departure for his post.

(1) A decree in answer to a memorial from Shên Pao-chêng, Governor General of the Two Kiang, who has dwelt upon the abuses and inefficiency with which the administration of the Salt supply of the Hwai Peh division is chargeable, and has solicited that a penalty be imposed upon himself in this connection. In reply, the officials in charge of the various offices connected with this department are called upon to exert themselves to secure the proper disposal of the quantities of salt allotted by regulation to the year's delivery, and their impeachment in case of continued inactivity is sanctioned. Shên Pao-chêng's request for the infliction of a penalty upon himself is dismissed.

(2) A decree in reply to a memorial from Shên Pao-chêng and the Governor of Kiangsu, who have solicited a remission of the grain-tax on behalf of certain of the districts near Nanking, on the score of their prostrate condition and their recent sufferings from locusts and drought. A remission of three-tenths of the grain-tax is conceded in favour of five districts, and the decree to this effect is ordered to be publicly placarded, the proper steps being at the same time commanded to be taken in order to ensure this manifestation of bounty being enjoyed in due measure, and official underlings restrained from acts of abuse.

(3) A decree granting two months' congé to the junior Vice-President of the Board of Revenue, Wêng T'ung-ho (one of the two Imperial preceptors,) to enable him to attend to the family burying-ground.

(4) A Decree. In the postscript memorial presented to us this day by the Censor Liu Ngên-p'u, a character is wrongly placed in the way of elevation. Let the Board decide upon the penalty to which he should be subjected.

(5) A decree conferring the appointment of Colonel (*tai-pêng*) upon one of two Tibetan officers whose names have been submitted for choice, on a vacancy occurring, by the Resident at Lassa.

(6) Ming Ngan, newly-appointed Military Governor of Kirin, memorializes reporting his having taken over the seal of office on the 11th July. In the customary summary of his antecedents he describes himself as a Manchu, the hereditary bondsman of his sovereign, of the most inferior order of intelligence—who, having taken the degree of *tsin-she* in 1856, and passed through sundry stages of the Hanlin College, was appointed in 1871 to the office of Vice-President of the Board of Punishments at Moukden. On being now advanced to the post of Military Governor of Kirin he feels himself overwhelmed with a sense of his own deficiencies, but he will use every exertion to discharge his duty with energy and probity, taking counsel in all matters with the Acting Military-Governor at Moukden, Oh'ung How, &c., &c.

(7) Ming Ch'un and Ték'ekina, Imperial Agent and Assistant Agent at Hami, jointly memorialize reporting the receipt of a communication from General Chang-yao, forwarding to their care some 2,000 and odd Dungan Musulman prisoners of both sexes who were taken at Turfan, and whose story, that they were carried away by force from their homes in the neighbourhood of Hami, is found on enquiry, to be correct. The Musulman tribal prince, Mai-ha-mét-té (Mahommed), has been called upon to place these people under the charge of nobles or begs, with a view to their being properly controlled; and, as they are in a lamentable state of destitution, the memorialists, although themselves not knowing which way to turn for means, have done what they can to supply them with rations, in order that they may not remain utterly unprovided for. In reply to interrogations as to what has become of the Princess Pésir, they state that, according to the reports they had heard, she had been carried away forcibly by the Kokandi barbarians (the Kashgarians under Yakub Khan), and placed somewhere in the neighbourhood of Bukur. The memorialists have given orders to Mahommed to send trusty headmen to the front to obtain intelligence respecting her; and so soon as authentic news shall have been received, measures shall be devised to bring her back to Hami.

(8) In a postscript memorial the same officials submit a representation laid before them by Mahommed, ruling prince of the Musulman tribe of Hami, to the following effect:—"His first wife (*fu-tsin*, Princess Consort), Han-man-'rh-ba-nu, having been made prisoner in 1873 by the Shensi Musulmans, and subjected to insult and violence, was driven out of her senses, and died after reaching Hami, leaving him without any one to assist him in the affairs of his household. Owing to the roads without being blockaded he was unable to secure another alliance, and had no resource, therefore, but to take to wife Monukér, daughter of one of the officers of his household, and granddaughter of the late Beg of Tusalakchi. In consequence of the state of warfare which was then at its height, he did not venture to submit the report to this effect; but he is now encouraged to submit an application to be allowed to share in the privileges which have repeatedly been conferred by Decree of late years upon

the *fu-tsin* (recognized princesses) of the Musulman tribes. As however [his marriage with] Monukér, his present wife, has not been reported to the Mongolian Superintendency, she is not admitted to a share of the Imperial bounty, and he entreats therefore that an application may be submitted on his behalf for her being invested with the title of *fu-tsin*." The memorialists add that Mahommed is in a very infirm state of health, and unable to attend to the conduct of business. The former Agent at Hami obtained Imperial sanction to his request that the princess Pésir, Mairihanu by name, should assist in the conduct of affairs relating to the purchase of supplies and operations of an offensive and defensive nature, which she did for a number of years without detriment to the public service. Since she was carried off southwards as a prisoner in the hands of Bayan Hu, the leader of the Shensi insurgents, the Musulman affairs have lacked headship; and the memorialists support the request for the recognition of Monukér as princess, on the ground that this will supply the tribal sovereign with the domestic assistance he is in need of.—Sanctioned by rescript.

Official Papers.

THE CONSERVATION OF THE HWANG-FU. CHAMBER OF COMMERCE TO FOREIGN MINISTERS.

Shanghai, 7th August, 1877.

SIR,—This Chamber has received a communication from the Chairman of the Municipal Council of the Settlement North of the Yang-king-pang, calling attention to the gradual deterioration of the navigable channels of the river Wangpu which has been going on during recent years, and inviting the cooperation of the Committee in an application to the Chinese authorities for the adoption of such remedial and protective measures as may be found necessary.

In connection with the subject of the Woosung Bar, the Committee has on several occasions addressed the Foreign Ministers at Peking and the Consular body here, representing the urgent need which exists for the formation of a Board of Riverine and Harbour conservation at this port. When laying before Your Excellency a renewed statement of facts showing the silting up process which the upper reaches of the Wangpu river are undergoing, I need not dwell upon the importance of the interests which are concerned in the maintenance of the approaches to the port. Even if it could be shown that other places washed by the waters of the Yangtze offer geographical advantages, equalling or excelling those possessed by Shanghai as a depot of foreign commerce for central and northern China, it would, nevertheless, be obvious that an emporium of organized trade aggregating more than 100,000,000 of taels annually, and producing a foreign customs revenue of more than 3,000,000 taels, could not be abandoned without inflicting an injury upon the country which would be reparable only after a long term of years, and after causing an enormous loss of invested capital.

The facts which I have the honour to submit to Your Excellency's attention appear to justify the existing popular apprehension that the narrowing and shallowing of the river which has taken place during the last fifteen years, and which it is believed has been the result of preventable causes will, if unchecked, eventually render Shanghai inaccessible from the sea to vessels of heavy draught.

Observations recorded in 1872, with regard to the breadth of the river, showed that where the Shanghai Steam Navigation Company's iron godowns stand on the left bank, there were formerly fourteen to fifteen feet of water, and that four hundred

feet further out, where at an earlier period there had been twenty-three to twenty-four feet at low tide, in 1872 there were only fifteen feet, a bank having formed about 1,000 feet long; while on the opposite shore the Pootung bank at Jardine's wharf had advanced three hundred feet into the river, and at Muirhead's jetty, lower down, the depth had decreased from sixteen feet to six. On the left bank again, the English bund had been almost entirely reclaimed from the river together with the Public Garden, and the Soochow Creek had narrowed from both sides, while at Howard's Wharf where there had been sixteen feet of water in 1863, the ground was dry at low tide twenty-five feet beyond. On the other side of the river, the Pootung Point in eight years up to that time had extended itself eight hundred feet, and off Lambert's Yard, where in 1862 the mail steamers were moored, only one foot of water was found.

Opposite the Hongkew Wharf, at a distance of nine hundred and fifty feet, there were at this date only eighteen feet six inches at low water, leaving a channel wide enough for only one steamer to swing where some years before three rows of ships and two rows of small craft were anchored. At Dent's Wharf there were only fourteen feet of water at a distance of fifty feet from the spot where in 1863 there were sixteen feet, while still further down the river, jetties which were formerly used were (in 1872) on dry land.

During the last five years the silting process has been continued with marked effect, more especially on the Pootung shore, and the available channel has been further encroached upon, while the depth of it has decreased.

In connection with this letter I beg to refer to a Report upon the Woosung Bar drawn up at the request of the Consular body at this place by Messrs. Escher and DeRyke, engineers of repute in the service of the Japanese Government. These gentlemen have addressed themselves particularly to the consideration of the question, as to the cause of the Woosung Bar and the best means of removing it, but their general remarks upon the condition of the river itself and its prospects are interesting and valuable.

This Report supports the conclusions which have been arrived at by every professional observer whose opinions have been at the disposal of the Committee, that the depth of the Wangpu river is not caused by the drainage water of the districts which it traverses, but is mainly the result of the tidal flow of the Yangtze.

As it is well known that in order to maintain the scour of a tidal stream and to prevent "silt" it is necessary to preserve the receptive capacity of the basin into which the tidal water flows, I cannot too strongly insist upon the obligation imposed upon the proper authorities to take care that no avoidable obstructions are placed in the way of the ingress and egress of the tide in a navigable channel.

It is not to be denied that no adequate supervision is exercised over the proceedings of either natives or foreigners in connection with the banks and channels of the Wangpu. Junks discharge their ballast into the stream without let or hindrance, piles are driven below high water mark, bunds are constructed and beach lands reclaimed sometimes with the permission of, but not unfrequently in spite of the opposition of the Taotai, whose ruling on such occasions appears to be governed by no settled principle of law or scientific practice.

Mr. Escher, in his report to which I have already made reference, remarks:—

"Finally we would offer a few remarks with regard to the management of the Wangpu generally, in the interest of a good fairway between Shanghai and the Yangtze estuary.

"The great quantity of matter in suspension in the Wangpu water causes every projection in the river to make deposit.

"The manifold jetties and piers at and near Shanghai work in the same way as groins; the space between them fills with sediment, and they have already noticeably narrowed the river in front of the Settlements.

"Narrowing, at a point not abnormally wide, causes impediment to the tidal flow, and this again causes generally decrease of sectional area and depth.

"In order to maintain the river in a proper condition for navigation, a regular width should be kept in view, a trifle wider at the entrance than higher up, and with as few sharp curves as possible.

"Therefore it is desirable for that part of the river where there is a tidal flow, to fix regular shore lines ("normal lines") on a correct chart, within which lines all kinds of hindrances to the tidal flow must be prohibited, and beyond which, as far as concerns the river part that is wanted to be deep, at some places protections of banks will prove necessary, in order to prevent the formation of a second "Woosung Bar."

"In the beginning of this report the benefit to the river has been pointed out, which is derived from the usual dredging or digging out of the creeks discharging into it. This good custom of dredging or digging out cannot be too highly recommended. Care must also be taken that the mouths of such creeks have a form favourable alike for discharge and entrance of water."

The Committee do not consider it necessary on this occasion to enter upon the subject of the hindrance to navigation caused by the Woosung Bar or to discuss the best means of removing it. They are of opinion that this question is one among many concerning the waterways of Shanghai, the determination of which properly devolves upon special functionaries to be appointed by the Chinese Government, whose business it would be to decide upon and provide the most efficient means of protecting the navigable channels of the port and maintaining free access to it for vessels of all draughts.

I am to express to Your Excellency the earnest hope of the Chamber that the Diplomatic Body will take advantage of every opportunity to impress upon the Tsung-li Yamen the importance of organizing without delay a Board of Conservators. A responsibility to adopt the necessary measures for the preservation and improvement of the approaches to this port, is imposed upon the Chinese Government not only by a due regard for the interests of the country generally, but also by its implied obligations under the Treaties with Foreign Powers.

I have the honour to be, Sir,

Your Excellency's most

obedient servant,

F. B. JOHNSON,

Chairman.

Public Meetings.

MUNICIPAL COUNCIL.

At the Meeting of the Council, held in the Council Room, 17, Kiangse Road, Shanghai, on Monday, the 20th August, 1877, at 9 o'clock A.M.

Present—Messrs. E. H. Lavers (Vice-Chairman), in the chair, G. J. W. Cowie, P. G. Hubbe, A. McLeod, and the Secretary.

The Minutes of the previous meeting are read and confirmed, and passed for publication.

Cash Statement for week ending 18th inst. is submitted for inspection, and cheques for sundry accounts are signed.

Rounding Corner N. W. Nanxing Road and Broadway.—An offer of portion of Lot 364 required to round this corner, for Tls. 200, is not accepted, being more than the assessed rate.

Local Post Office.—Read letter from Acting Postmaster, British Post Office, announcing under instructions of the Postmaster General of Hongkong the latter's intention to visit Shanghai shortly on a tour of inspection, and requesting to be favoured with any representations the Council may have to make on postal matters.

The Council acknowledge the courtesy which has prompted this communication, but beyond expressing a desire to see a Central Post Office substituted for the various Post Offices now in existence in the place, they have nothing further to say in reply to the letter.

Correspondence.

THE CHINESE AND THE FOREIGN SETTLEMENTS.

To the Editor of the

NORTH-CHINA HERALD.

SIR,—In your last issue appeared a letter headed "The Chinese and the Foreign Settlements," in which the writer argued, 1st, that the Chinese in the Foreign Settlements having a right to reside there have a right to be trusted with Municipal powers; 2nd, that they are as much qualified to exercise these powers as the persons who at present exercise them; 3rd, that their being devoid of these powers disgraces them before nations, subjects them to maltreatment by the police, and causes them to be taxed higher than foreigners are.

All the above arguments are fallacious, and all the facts stated untrue. In the first place no Chinaman has the unconditional right to reside in the Settlements. After the act of authorization has been obtained, he has only the right to reside in the few acres of ground set apart for subjects and citizens of the Treaty Powers on condition of his conforming to the regulations in force in such Settlements. No Chinaman is forced to live in the Foreign Settlements; he elects to do so because the presence of the foreigners is a protection against the iniquities of his own officials, and because by residing in the Settlements he makes money out of the foreigners. The presence of the foreigners is to him an unmixed source of gain. Further, any one candidly reading the Land Regulations will see they are framed in a spirit of absolute justice for the good of all—Chinese equally with foreigners.

Protection to life and property are as necessary as the air we breathe and the water we drink. Our treaty right of residing in China gives us the right of being protected in life and property as much as the right to breathe the air and drink water in China, and imposes the duty on China of protecting us in our lives and property; yet China, though she receives here a million sterling from us in duties, deliberately refuses to perform her duty of protecting us, and throws all the labour and expense of so doing on ourselves. To say nothing of what we have to pay for men-of-war, the police alone of the British and American Settlements cost us foreigners Tls. 45,000 a year, and this almost entirely to protect us from the wrong-doings of Chinese subjects. Further, the authorities do all they can to encourage crime against foreigners by the very inadequate punishment inflicted in cases of conviction. By Chinese law the theft of Tls. 100 is punishable by penal servitude for seven years. Where the offence is committed outside the limits of the Settlement against a Chinaman, the law is enforced; where against a foreigner, a sentence of a few weeks is given, which

sentence may or may not be carried out. In fact, unless foreigners undertake the maintenance of the prisoner the sentence is not carried out. We have only a few acres to live on, and it is but fair that for these few acres we should make what rules we think best for all; if we were allowed the same right of residence we are allowed in every civilised country, and, with the exception of China, in almost every uncivilized country—a right we freely allow to the Chinese in our country—and if China were advanced enough to be willing and able to protect us and do us justice, we should only be too glad to be relieved of the labor and expense of protecting ourselves.

The writer says the Chinese are as capable of taking part in the Municipal government as the foreigners. This is utter nonsense. Is there a Chinaman who has the slightest idea of sanitary science or who cares about water supply? What has been the result of letting Chinese alone in San Francisco? Is the Chinese city of Shanghai, or any other place in China governed by native Municipal institutions, in such a state as to encourage us to trust the valuable property and lives of Europeans here, to Chinese Municipal wisdom?

It is not being deprived of a voice in the Municipal institutions of the foreign Settlements—not that a few feet of ground have been given us—that degrades China. It is actions like the Tientsin Massacre, the murder of Margary, the wholesale slaughter of women and children in the Taeping rebellion, the cannibalism—the eating the flesh of the Changmao rebels—the treachery, injustice, jobbery, extortion, rapacity of the officials, the duplicity, ignorance, and filth of the Chinese, that disgrace China.

As for Chinese in the Settlement being ill-treated by the Police, and the fact that by merely standing on the Soochow Bridge or in the Nanking Road one may witness this ill-treatment,—the Shanghai Police is as well managed as any Police in the world. In the course of 15 years there has only been one case of their ill-treating anyone, and in that case their victim was a foreigner. The Nanking road and the Soochow bridge are most frequented thoroughfares, yet no one ever sees or hears of a case of a Chinaman being ill-treated by the Police.

As for Chinese in the Settlement being more taxed than foreigners, the reverse is the case. Chinese pay no Wharfage Dues, and it is stated that, owing to this lighter taxation of the Chinese, foreigners in several cases, to evade taxation, assume the style of native firms.

Such statements as those made by "Justitia" do not deceive anybody in China, where their falsity is evident; their only effect is to deceive people at home, where facts are not so well known and notorious.

Sept. 3rd.

JUSTICE.

Law Reports.

H.B.M.'s SUPREME COURT.

Shanghai, Sept. 3rd.

Before R. A. MOWAT, Esq., *Deputy Acting Judge*, and
Messrs. H. EVERALL, W. G. HERDMAN,
C. A. REES, G. HENDERSON, and
F. GROSE, *Jurors*.

THOMAS LYLELL v. ROBERT H. PAUL.

MR. WAINWRIGHT appeared for the plaintiff.
MR. RENNIE represented the defendant.

This was an action to recover damages for false imprisonment. The damages were laid at £15,000.

MR. WAINWRIGHT, in opening the case, said—This is an action for false imprisonment, arising out of the circumstances of the wreck of the British barge or ship *Annie Gray*, which took place near Chefoo on the

19th of January last. It is a case which involves a long story, but I will endeavour to make it as short as I possibly can. I will first read the petition of the plaintiff, which states the main facts of the case. The petition was filed on the 8th of March, and is as follows:—

1.—The British ship or vessel *Annie Gray*, of which Robert More was then and is now the master, on 20th January, 1877, struck upon a rock in the neighbourhood of Chefoo, and after remaining above water for some days became a complete wreck. The cargo of the said vessel consisted for the most part of cotton and rice and other goods.

2.—On the 21st day of January, 1877, the plaintiff went on board the said vessel, with certain coolies engaged by him, and agreed with the said Robert More to salvage the cotton on board the said vessel at a fixed price per bale, and accordingly the said coolies under the plaintiff's superintendence got out of the said vessel a number of bales of cotton, and continued to work with a view to salvage such cotton until about two o'clock on the morning of the following day, when, in consequence of the interference of certain persons placed on board the said vessel by the defendant, the plaintiff caused the said coolies temporarily to cease work, intending that they should resume again on the following day.

3.—Early on the following day, namely, the 23rd of January, 1877, the defendant (who is a Lieutenant in Her Majesty's Navy) commanding Her Majesty's gunboat *Mosquito* then at Chefoo, but now at Shanghai) came on board the said ship or vessel *Annie Gray*, and although the plaintiff was acting in an orderly and proper manner, and was lawfully on board the said vessel in the course of his said employment, yet he, the defendant, without giving any reason to the plaintiff, and without any lawful authority or cause for so doing, ordered the plaintiff at once to leave the said vessel, and notwithstanding the plaintiff's remonstrances threatened that if he did not obey he would cause him to be forcibly removed by certain marines whom he, the defendant, had brought with him.

4.—The plaintiff, by reason of the said threat of the defendant, and being lawfully on board the said vessel, the defendant's command was forced to enter the defendant's boat, and was by the defendant's orders conveyed on board the said gunboat *Mosquito* and placed under the guard of a marine, and carried in the said gunboat to Chefoo, where he was forced to land and was by the defendant's order marched under a guard of marines to Her Britannic Majesty's Consulate where he was charged with having on board the said vessel wilfully obstructed the saving of cargo from the wreck of the said ship *Annie Gray*, and threatened to throw overboard one William Jennings, Assistant-Paymaster in the British Navy.

5.—The defendant in arresting and imprisoning the plaintiff as hereinbefore set forth acted without authority, and without having any lawful reason or cause for so doing, and by reason of the said actions of the defendant, pain of mind and injury in his credit and circumstances, and was otherwise damaged; and in respect of the matters aforesaid the plaintiff claims as damages the sum of Two Thousand Taels.

MR. WAINWRIGHT said it would save time and perhaps make the case clearer if he explained that the *Annie Gray* was wrecked on a Friday, and that plaintiff went on board her on the following Sunday, and was removed by the defendant the next day, Monday. He would now read the defendant's answer to the petition, which was as follows:—

1.—The defendant admits the statements contained in the first paragraph of the petition, except as to the date on which the wreck occurred, which was the 19th and not the 20th of January.

2.—The defendant denies the allegations contained in the second paragraph of the petition.

3.—The defendant denies the allegations contained in the third paragraph of the petition except that to the effect that he is a Lieutenant in Her Majesty's Navy and in command of Her Majesty's gunboat *Mosquito* now in Shanghai.

4.—In answer to the fourth and fifth paragraphs of the petition, the defendant says that he is not guilty of the charges of arresting and imprisoning the plaintiff as therein alleged.

5.—In answer to the petition, generally, the defendant says that the *Mosquito* proceeded to the wreck of the *Annie Gray* at the request of Her Majesty's Consul and the master of the wreck, to render such assistance as might be necessary. That the master specially requested that the officer and crew of the *Mosquito* would take charge of the wreck. That owing to the plaintiff wilfully obstructing the discharge of cargo from the wreck, and being violent and disorderly, it became necessary to remove him from the wreck, and the defendant did so remove him at the express request of the master. That the plaintiff was subsequently charged at Her Britannic Majesty's Consulate at Chefoo with such wilful obstruction of discharge of cargo, and also with threatening to throw overboard from the wreck one William Jennings, paymaster of the *Mosquito*, and duly convicted upon both such charges.

He (Mr. Wainwright) would now state that after Captain Lyell was brought to Chefoo he was taken before the Consul, as stated in the defendant's answer, and charged with obstructing the discharge of the cargo, and with threatening to throw Mr. Jennings, the paymaster, overboard. The jury would have a full opportunity of hearing fully the circumstances which led to those charges being preferred, and, therefore, he should not trouble with them now. Mr. Lyell was fined \$50 for the first offence, and \$5 for the second offence; and against these decisions he lodged an appeal which was still pending, he being advised that it was better to proceed with the present action before pressing them. From a variety of circumstances this case had been delayed; but he did not think it would be denied that

plaintiff took proceedings within a reasonable time to vindicate his character, and to get some redress for the grievance which he considered he had laboured under. He (Mr. Wainwright) then proceeded to explain the law bearing on false imprisonment generally, mainly quoting from Addison on Torts, and citing cases to prove that it was illegal to arrest a man without a legal warrant except in cases of felony or where an actual breach of the peace was likely to occur. The present case, he argued, did not fall within those exceptions. It was necessary, he thought, to explain that the defendant was an officer in the navy; but in a case of this kind such an officer was not clothed with any more power than an ordinary individual—he had no greater authority than any other person by virtue of the position he held. Her Majesty's ships were under special obligation to render all possible assistance in cases of wrecks, but there was nothing in the authority they received under the Merchant Shipping Act or in the Admiralty regulations which gave them more power than any other salvors; they were directed to render all assistance they could in cases of distress, but in rendering their services they were not clothed with any special authority from the fact of their being Queen's officers. In this case the jury would be told that Captain Paul had been authorised by Captain More, the master of the *Annie Gray*, to take charge of the wreck, and even if that were so, it did not interfere with the rights of other persons concerned in the salvage, and he had only the same authority as Captain More himself would have. Captain More might have authority to remove a person from the ship who was committing an offence, and he might perhaps have delegated that authority to Captain Paul; but even then the circumstances did not justify Captain Paul in arresting the plaintiff and marching him through the streets without a warrant, as he had done. He referred to sections from 484 to 496 in the Merchant Shipping Act, which gave Captain Paul the power he possessed, and also to section 478, as the one under which the plaintiff was convicted for impeding the salvage operations. The law was so clear that one man had no right to arrest another for anything short of felony or to prevent an actual deed of violence, that there could be no difficulty on the point; and it was for the jury to decide whether the defendant was justified in taking the steps he did. The plea of justification was raised in defendant's answer, and that he expected would be the issue on which the case would mainly rest. He would now call the plaintiff and one witness; afterwards the evidence of witnesses taken by a commission because they could not come to Shanghai, would be read over.

THOMAS LYLELL deposed—I live at Chefoo. I have lived there since July, 1865. I carry on the business of a marine surveyor; and besides I am a shipwright and blacksmith. I am Lloyds' agent, and hold other appointments for local offices. I remember the *Annie Gray* being wrecked. I went on board her about half-past six o'clock on Sunday morning, the 21st of January. Mr. J. Smith, a store-keeper and ship-chandler at Chefoo, went on board with me, and forty coolies with three boats. The coolies followed us. I engaged them to go to the wreck the previous evening. The wreck was lying between thirty and forty yards from Double Rock, which is an Island and a place where we could land. There was nobody on board the wreck when we arrived, nor were there any other boats there. The first thing I did was to send Mr. Smith to protect the effects in the cabin from the coolies. The ship's back was broken, and she was full of water. The main hatch had also been forced open. We commenced to save cotton from the main hatch, and to land it on the Island. We continued to do this until about half-past nine o'clock, when Captain More, the master of the *Annie Gray*, and the Chefoo harbour-master, Mr. Howard, came on board. Captain More directed the discharge of cargo to be stopped, and it was stopped. An agreement was then made between me and Captain More that I was to take out all the cotton. Captain More first proposed to give me \$80 for getting all the cotton out. I told him it would not pay me, and he had better make it \$100, which would be equivalent to

50 cents a bale. He had told me there were 200 bales of cotton in the ship. I consented. After the agreement was made Captain More and the harbour-master went on board the *Mosquito*, which had arrived and was then lying near. Afterwards some marines and blue-jackets under the gunner, Mr. Foster, came from the *Mosquito* to the wreck. They worked at unbending the sails. Captain More came on the wreck again and stayed until about two o'clock in the afternoon. It was not later than two o'clock when he went away. He did not return until the following morning. I worked at salving the cotton until four o'clock in the afternoon without any interruption. About that time Lieutenant Poulter, who was in command of the *Mosquito*, came on board to take away his men for the night. We were then taking out rice, and he ordered the gunner to stop the discharge. A bag of rice was being hoisted up, and it was lowered down again. I objected to this. I objected because it was hindering the salving. I intended to work all night and get all the cotton out. We could not get at all the cotton without moving some of the rice. The vessel was lying at an angle of 15 or 20 degrees on sharp rocks, and it was important that no time should be lost, as she might break up any moment. While I was remonstrating with Lieut. Poulter for stopping the discharge, Capt. Paul came on board. That would be about half-past four o'clock. I protested to Captain Paul as to the measures taken by Lieut. Poulter and told him that I claimed to be the original salvor. Captain Paul ordered the work to go on. I was not told I was to work under the orders of Captain Paul or the other officers of the *Mosquito*. I had no orders from Captain More to that effect. Captain Paul stopped on board about half an hour, and he then returned in the *Mosquito* to Chefoo. The crew went with him—the marines and blue-jackets. The gunner was the only person left on board the wreck when Captain Paul went away, but after he got on the *Mosquito*, the paymaster, Mr. Jennings, came and joined the gunner. We continued working at the cargo until six o'clock. The coolies then stopped for chow-chow. In about an hour work was resumed again, and was continued until three o'clock on Monday morning. At the same time the coolies were having their food, there was dinner in the cabin. The two naval officers, Mr. Smith, Mr. Price, and myself sat down. Mr. Price is now light-house keeper at the Shantung Promontory, but at that time he was out of employment. Mr. Heydan was not present at dinner. He was ashore on the Island. Up to that time I had had no dispute with the officers left by the *Mosquito*. The first dispute we had was after dinner. It was when the junk came from Wilson & Cornabé's between eight and nine o'clock. Wilson and Cornabé were the agents for the *Annie Gray*, but the agency has since been changed. It was a nice moonlight night. A godown keeper who could speak English came off with the junk. He had thirteen coolies with him. I said to the paymaster that the junk had better load rice. He replied that it should take cotton. I objected a little to this, on account of the agreement I had made with Captain More. But when the junk came alongside, I assisted to make her fast. It was half an hour after that the junk people got to work. They first took out 50 or 60 bags of rice for ballast for the junk, and then they insisted on taking cotton. I objected and reminded Jennings of the agreement I had with Captain More. One bale of cotton was put in the junk. As the second was being hoisted up, I got hold of the lashing. I was standing on the lee side of the ship on some rice bags at the time. Jennings interfered and I shipped off the rice bags into the scuppers. I did not attempt to cut the lashing, but if I had had my knife I think I should have done. I had not my knife out at all after that while I was on board the wreck. I had it out in the afternoon, but after that I never used it on board. Jennings pulled a pistol out of his pocket but did not present it at any one. I was naturally afraid and went away to the main hatch, leaving Jennings to work the aft hatch. My coolies were at the main hatch. After this I never interfered with the working at the aft hatch in any way. We continued to work until three o'clock. We were then rafting cotton—putting it over the side to take to the Island. Jennings objected and came to the main hatch

and told me not to take any more cotton. I objected to what he said, and he then sat down on a bale of cotton and presented a pistol at me, saying I should take no more cotton unless he was taken with it. I got frightened, seeing the pistol, and went away. It was a navy pistol. Before I went away I told him I had a good mind to call the coolies to throw him overboard. I called the coolies but they did not understand me. They did not come. I had no intention of throwing him overboard; I only said what I did because he drew the pistol. I cannot speak a word of Chinese. My coolies knocked off work then. Half an hour after they stopped work the junk was filled up. I assisted her to get off. She took with her about 60 bales of cotton which was cleared by us. The cotton was stowed in the wings of the *Annie Gray*, and, consequently, some of the rice had to be removed. All the coolies that came in the junk went away with her. No more work was done that night. The gunner never complained to me of putting cotton overboard. The greater part of the night he was asleep. I saw him asleep. Beyond what I have stated I did nothing whatever to prevent the salving of the cargo. I could have worked all night if they had allowed me. I had worked all day, and could therefore have worked all night. The tide would not have prevented me. A good deal of liquor was consumed at dinner, and before midnight both the naval officers were drunk. I judged that they were drunk by their words and actions, and their firing off muskets in the cabin. It was the gunner that fired—Mr. Foster. He fired three shots, two through the port hole and one through the skylight. The muzzle of the musket was about eight feet from the port hole when the two shots were fired. I remonstrated and said one of the shots went very near my head. He said he did not care if he shot two or three men. I said it was all "rot" such conduct. Between the time that the coolies ceased work and the *Mosquito* arriving, the only communication I had with the naval officers was with Jennings. That was about four o'clock. I then said it was too bad to stop the discharge of the cotton, and he replied that he did not wish to have anything more to say to me. Nothing more was said to me until I was arrested. I did not threaten the officers in any way beyond what I have stated as taking place at the main hatchway. I am certain that I did not threaten to throw Jennings overboard between six and seven o'clock in the morning. I had no conversation at all with Foster from the time the coolies knocked off to the arrival of the *Mosquito*. The bulk of my coolies went on shore when they ceased work. When the *Mosquito* came they were engaged in shipping cotton on board her from the Island. It was shortly after seven o'clock that the *Mosquito* came back. Before that I told Mr. Smith to go to the Island and superintended the shipping of the cotton. He went in his gig. He did not return before I was taken away. Both Foster and Jennings had slept during the night. I had no sleep. I went and tried to sleep but could not on account of a row in the cabin. When the *Mosquito* came back Foster and Jennings were pretty fresh. They had had their heads in buckets of water, and had taken some coffee. The *Mosquito* brought two iron cargo boats with her and a number of coolies. The cargo boats came alongside the wreck just at the same time that Captain Paul, who was accompanied by Captain More, Lieutenant Poulter, and Mr. Head, came on board. I was then on the poop. I did not speak to Captain Paul until he called me to him. Jennings had some conversation with him directly he came over the gangway. I did not see Foster speak to him. Captain Paul beckoned to me, and I went to him at the gangway. He said that he would give me ten minutes to leave the ship. I told him I did not recognise his authority as I had a contract to fill. He then said that if I did not leave the ship in ten minutes that he would arrest me and send me on board the *Mosquito* as a prisoner, and he called for some marines or blue-jackets. When I saw that I had to go, I got into the *Mosquito's* boat. I was taken on board the *Mosquito*. Capt. Paul told Lieutenant Poulter, as we were leaving, that if the prisoner did not behave himself he was to be put in double irons. At that

time I was perfectly sober—as sober as I am now. I was naturally excited when I saw I was to be taken away as a prisoner, when I had done my best to save the cotton. All this time Captain Paul never left the gangway. He never suggested to me that I should go on with the work. Captain More did not speak to me before I was taken away. I saw Captain More walking about the deck, and he went into the cabin. He did not tell me that he wished me to leave the ship, and I don't think he told Captain Paul that I was to leave. After Captain Paul came on board, I did not go into the cabin, nor did I speak to Jennings or Foster. I did not speak to the coolies who were then on board. They did not belong to me. I had nothing to do with them. I never left the poop. I did not tell Capt. More that I would not allow my coolies to do any more work. When I was in the boat, a few yards from the *Annie Gray*, I called to Mr. Smith's comprode, who was on the gangway, to send my coolies away as soon as they returned from the Island. Altogether I should say I saved about 120 bales of cotton. I cannot say exactly because no opportunity was given me to count them. Besides the cotton I saved about 170 or 180 bags of rice. If I had not been stopped I could have got all the cotton out of the ship by nine o'clock in the morning. Mr. Smith had a joint interest with me. There was a good deal of cotton lost with the vessel. Neither Price nor Heydan had anything to do with me in the matter. I believe they were there to watch the interests of Captain More. Heydan was lighthouse keeper on the Island close by. I know Mr. Kirchstein, of Sietas & Co. of Chefoo, and Mr. Bauermeister of Cramemann and Hagen, also of Chefoo. On board the *Mosquito* I was placed under the charge of a marine on the fore part of the bridge. I was allowed to walk about until Captain Paul came on board from the wreck. When he came on board I was looking over the rail, and I spoke to the head coolie man to send me my skin coat which I had left on the *Annie Gray*. Captain Paul asked the marine how it was that he allowed the prisoner to look over the rail? I was then marched off with the marine forward. I was kept a close prisoner, so much so that I could not get a glass of water. I asked for one but it was not given me. After I had been on the *Mosquito* about three-quarters of an hour, we started for Chefoo. I could have got to Chefoo by Mr. Smith's boat, but the opportunity was not given me to do so. On arriving at Chefoo, Captain Paul, Mr. Head, and Jennings, went ashore in the gig. Captain Paul told Lieut. Poulter to put the prisoner in the dingie, and send him ashore with three marines. That was done. We landed about ten o'clock at Fergusson's jetty, and I was marched up to the Consulate a prisoner—a marine on each side of me, and the third behind me. They had sidearms. Several people saw me. Captain Paul had arrived at the Consulate before I got there, and he and Jennings were closeted with the Consul. The charges made were for impeding the salving of the cargo and for threatening to throw Jennings overboard. The Consul wrote out a formal bond and read it over to me. It was that I was not to return to the wreck under a penalty of £50. I refused to sign it, telling the Consul that if he would take my word I would not return to the wreck. The Consul seemed inclined to take it, but Captain Paul said "I would not take his word, we must have his bond." This made the Consul insist on my signing the bond, and he said that if I did not he should lock me up. I refused and was taken in charge by a constable and locked up. That was at 10.35 a.m., and about three o'clock in the afternoon the constable came to fetch me to see the Consul. The Consul then begged of me to sign the bond so that I could go out of gaol, and I signed it eventually, (Mr. Wainwright read the document the witness signed). I did not enjoy the proceeding at all. It disturbed my mind, and hurt my feelings considerably. It has hurt my business and injured me very much socially. I cannot give any figures as to the injury it has done my business, but I feel sure it has injured it.

The COURT was then adjourned until two o'clock.

By Mr. RENNIE—After I was taken to Chefoo and to the Consulate, the charges against me were heard. They were not heard on the same day. I had not a fair opportunity of giving my defence. I did, however, give

a defence. On both charges I was convicted. I filed petitions of appeal against both decisions. At that time I was acting under legal advice. My appeals have not been heard. I have not pressed them. It did not occur to me that pressing the hearing of those appeals would have been a far better way of clearing my character than the present proceedings. In what I have done I have acted under advice. The arrest and marching me through the streets injured my feelings and character and business more than the convictions for the offences. That is my belief. I have never been charged at a Police Court with an offence before. I was concerned in some dispute about a junk that was wrecked. The junk was handed over to me by the owner who left her in my charge, and afterwards another Chinaman came and claimed possession of her. The cases were withdrawn. That is ten or eleven years ago. I have often been concerned with wrecks. It is part of my duty to examine wrecks in my capacity as surveyor. In this instance I went to the wreck in my capacity of surveyor to see what damage had been done to the vessel. The reason I took the coolies with me was because I was under the impression that the crew were either on the vessel or on the island. I did not go for the sole purpose of salvage. My appeals against the conviction were lodged before proceedings in this suit were instituted. I cannot explain why I have not pressed the appeals and taken these proceedings. When I got to the wreck there was nobody on board. The ship appeared to have been left. The agreement I made with Captain More was that I was to be paid \$100 for getting all the cotton out, not 50 cents for each bale. I am sure about that. The agreement was for the cotton to be put on board the *Mosquito*. Captain More told me there were 200 bales in the ship, and I was to get them all out for \$100. If there had been more than 200 bales that I could have salvaged, I should not have salvaged them under the agreement. I told Captain Paul when he first came on board that I claimed to be the original salvor. I did not consider that by making the agreement I did with Captain More I was giving up my claim as original salvor. I was under the impression that I could claim as the original salvor. I did not make the agreement with the Captain knowing that I had no such claim. I thought I had the claim, if the ship was a derelict. I did not know that I was bound to go away the moment Captain More wished me to leave. I thought I had a perfect right to be on the wreck. I had no chance of appealing to Captain More when I was ordered to leave the ship. I did not appeal to him when he was at the gangway. I do not consider I had any opportunity of appealing to him. The Captain did not repeatedly ask me to leave the ship in my own boat. I was not asked to leave the ship until I was told that if I did not go I should be taken away as a prisoner. I never offered to go away in my boat rather than being forcibly taken in the *Mosquito*. I did not ask to be put ashore on the island. I believe I did tell Captain Paul that I would not go ashore. I did not recognise his authority. Mr. Smith's boat was in easy hail of the ship, but I had no opportunity to hail it. The work was going on on the island. In my agreement with Captain More there was nothing said about the rice. I took out the rice by the orders of one of the naval officers. We had to take out rice to get to the cotton. I didn't expect to be paid for the rice under the agreement. Something was said about payment for it to be arranged afterwards. By rafting cotton I mean throwing it into the sea made fast to a rope. The naval officer did not object to the cotton being put into the water, nor did he object to it being put on the island. It was not safe for it to remain on the ship until the *Mosquito* returned. There was no gale blowing, but the weather was uncertain. I presumed that Captain More had asked the *Mosquito* to protect the wreck. I protested against the authority of Captain Paul, but did not complain to Captain More. I have not received payment for the cotton I salvaged. I wrote to the Consul at Chefoo to arrest the money, but received no answer to the letter. The Consul was the receiver of the wreck, Captain More having given up his right. I expect to be paid by the Consul. I don't know I shall have to take an action against Capt. More to obtain payment. I cannot give

any particular figures as to the pecuniary loss I have sustained. I put the injury done to my character down at Tls. 1,500, and Tls. 500 I estimate the loss to my business. I did not consider the conviction injured my character, because I was so hampered in my defence. It was the arrest that did it all; that commenced it and the other followed. Up to the time we had dinner on board the wreck, I had only had a small bottle of beer. I drank some liquors at dinner. There was no fresh water there. I had had no sleep during the night. I took a little drink—not much. I have been drinking for the last forty years and can take an ordinary complement. I am a pretty well seasoned cask, but cannot take as much as the naval officers can. They are younger and fresher up much sooner. I have no objection to tell you the quantity of stuff I drank. When I went into the cabin they were getting up some liquors, and I had a glass of rum before dinner and a glass of Irish whisky afterwards. I had nothing at dinner time. From then up to five or six o'clock in the morning I had a couple of small drinks or so. I had nothing later than that, because the rum cask was empty. Each drink was without water, and about half a wine glassful in quantity. I am quite certain that I was sober on the Monday morning. If three witnesses for the defence have said that I was very drunk, and one of my own witnesses that I was a little the worse for liquor, they have said what is utterly untrue. Before the Consul I said there was little justice in the proceedings; there was no justice at all. Because I refused to sign the document that I was not to return to the wreck, I was put in gaol. I believe it is true that I went to sleep soon afterwards. I had not been to sleep during the night and was very tired. I don't know that I slept so heavily that the constable was waiting to take me before the Consul much earlier than he did. The charges against me were heard on different days after I was liberated. I don't remember the dates. Before leaving the ship I did not call to the coolies not to work, and that the naval officers had been drunk all night. I did not say anything of that kind in the hearing of Captain More or Captain Paul. On the way to Chefoo I was kept a close prisoner, only being allowed the space of a yard and a half to walk in. I could walk pretty straight then. I did not obstruct the salvage of cargo, nor did I threaten to throw the paymaster overboard, except as I have stated, and I have been unjustly convicted by the Consul at Chefoo.

By Mr. WAINWRIGHT—Since shortly after I was convicted I have been acting under your advice. Under your advice I obtained the record of the evidence given in the Court at Chefoo. I got it for use in the appeal case, but when I read it over I found that it was not a correct record. It did not contain a full record of the evidence given on either side, and a great deal of evidence was omitted that appeared to me to be material evidence. It was certainly not an accurate record of what took place. I informed you of these facts, and also the Consul. As it would have taken a great deal of trouble, time, and expense to amend the record, this suit was instituted and the appeals left in abeyance. When I went on board the *Annie Gray* I considered that she was a derelict, and that I was the original salvor. Rightly or wrongly I considered I had some rights as original salvor, and after the agreement that was made I did not consider either Captain Paul or Captain More had a right to order me off, unless, of course, I committed myself in some flagrant manner, which I did not do. Rafting the cotton was the best thing that could be done in my opinion. The Chefoo boats are so small that it was no good putting it into them, and it was wet before it was got out of the ship. When I said I have drunk for forty years, I mean that I have taken spirits like other people, not that I have taken them to excess for that time. It was three o'clock on Sunday morning when I got up and about twelve o'clock on Monday when I went to sleep in the gaol, and in the meantime I had had no sleep.

THOMAS HAYDEN deposed—I am out of employment at present. At the time of the wreck of the *Annie Gray* I was light keeper at the Island eight miles from Chefoo. The first time I went to the wreck was Saturday, the 20th. I went with the harbour-

master and returned with him to Chefoo. I went to the wreck the next morning and stayed all day and during the night. The reason I stayed was because Captain More asked me to look after the ship, and the harbour-master agreed to my staying. There were on board Lyell, Smith, myself, Price, Foster and some of the crew of the *Mosquito*. I left to go to the Island for water and provisions, and was away about two hours. I was present at the time of the dispute between the naval officer and Captain Lyell when the junk came alongside. It would be between eleven and twelve o'clock, I think. That was the first dispute. Captain Lyell went to the aft hatch and put his hand on a bale of cotton that was being hoisted up, and told the coolie not to hoist it up, as the junk was only to take rice. The naval officers insisted on the bale being brought up, and it and several others were put into the junk. Lyell had no knife. He said if he had had one he would have cut the slings. I didn't see him on the rail at the time. He made no other attempt to stop the discharge of cargo. The next trouble was Foster and Jennings trying to prevent the coolies taking out cotton from the main hatch. They went into the hold and threw pieces of wood at the coolies to prevent them taking cotton. Lyell told the officers that he had an agreement to discharge the cargo, and that it was his business to get it out as soon as possible. The cotton was already wet. The coolies knocked off work then. I saw Jennings also present a pistol at Lyell. Lyell then said that he had a good mind to call his coolies up to throw him overboard. I saw no row after this. The officers were pretty drunk at the time. Lyell had no other disturbance with them, but I had. I was in the cabin when the rifles were fired. I protested. The gunner fired one shot through the skylight, and one through the deadlight. He stood in the middle of the cabin when he fired. Mr. Lyell remonstrated with him, and told him he was to be careful. There were no coolies in the cabin in the morning. I was there when the *Mosquito* came back. When Captain Paul came on board he went to the main hatch, where Foster and Jennings were. I went near them and could hear what passed. Captain Paul beckoned to Lyell, and when he came he told him that he had been obstructing the discharge of the cargo during the night, and that he would give him fifteen or twenty minutes to get out of the ship. Lyell said he had been doing his best to get the cotton out, until Foster and Jennings interfered and stopped his coolies working. Lyell was not sober at the time. He was a little the worse for liquor; so was I. The paymaster took a salt water bath when the *Mosquito* hove in sight. I was ordered out of the ship too, and I left in my own gig. I saw Lyell go over the rail into the *Mosquito's* boat. It would be from twenty minutes to half an hour after Captain Paul came on board. Many men would not have taken Lyell to be drunk. He could walk the deck, and it was not easy to do that. The Paymaster had been the most drunk. He had been tumbling about the cabin. The gunner was drunk too, and proposed to me that I should have a scuffle with the paymaster in the cabin. I said I was willing. We had a scuffle, and I put the paymaster down. I did not hear Lyell say anything to the coolies.

By Mr. RENNIE—Mr. Lyell had a little sleep in the cabin during the night. The whole of us were drunk together. I was quite sober when the *Mosquito* came in the morning. I had some words with Captain Paul.

The following is evidence taken on commission at Chefoo. It was read over to the Jury.

BULKELEY JOHN PRICE, examined by Plaintiff—Who left you at the wreck of the *Annie Gray*? Captain More.—Had you any special instructions from Captain More when left at the wreck? I was left on the wreck to look after his personal effects.—What did the gunboat's crew do on Sunday? Some were unbending sails and rigging.—About how many seamen were on board of the wreck? From eight to ten men.—How long was the work impeded? From three-quarters of an hour to one hour.—When did we commence discharging again? When Captain Paul came on board.—Do you consider the crew left by the gunboat did a day's work on Sunday? I do not.—Did Mr. Jennings join the wreck after Capt. Paul left on Sunday

afternoon or before? Mr. Jennings joined after Capt. Paul left.—When did we go to dinner? Between 7 and 8.—Who were there? Smith, two officers of the gunboat, you and myself.—Were there any liquors drank before, at, and after dinner? Yes, before, at, and after.—What were they? About a dozen of beer, besides a quantity of liquors.—Where did the liquors come from? Some from the ship, some were brought on board.—Did the paymaster bring any with him? He brought one bottle of Irish whisky.—Did you see the officers drinking during the night? I did.—Did the effect of the liquors cause them to act rashly? Yes.—In what way did they act rashly? In the use of fire-arms and by their speech.—You saw fire-arms discharged in the cabin? I did.—At about what time did this take place? After dinner.—How many shots were fired? Three.—Who fired them? The gunner.—In what direction? Two through the port-hole and one through the skylight.—By the direction of the firing could anyone have been hit on the quarter-deck? Yes.—Where was the gunner when the shots were fired—was he sitting or standing? He was standing in the middle of the cabin.—How far would that be from the porthole? About 8 feet.—Did I make any remarks about the firing in a close cabin? Yes, you said "Look out old fellow, that one went close past my head." Did he in any case put the muzzle of the rifle through the porthole when he fired? No.—After all this have you any doubt but that both naval officers were either drunk or strongly under the influence of liquor? They were under the influence of liquor.—Were you out of the cabin that night? Yes, one or twice.—Was Mr. Smith on board the wreck when Captain Paul came on board on Monday morning? Not to my knowledge.—Was Smith on board when I was arrested? No, he was not.—Did you see Smith return to the wreck? I did.—How long was that after my arrest? From one hour to one hour and a-half.—How long did Mr. Foster sleep on Sunday night? He was lying down nearly all night.—Was he up and down occasionally? Yes, part of the time.—How long did the paymaster sleep? Four to five hours.—What time did the *Mosquito* come over to the wreck on Monday morning? About 7 o'clock.—Did you see Captain Paul come on board the wreck? Yes, I saw him.—Did you see anyone conversing with him when he came over the gang-way of the *Annie Gray*? The paymaster spoke to him.—How long did that conversation last? About three or four minutes.—Were there any cargo-boats accompanying Captain Paul when he came alongside the wreck from the *Mosquito* on Monday morning? There were.—Did you see any coolies come in those cargo-boats? I did not notice them.—Did you see where I was when Capt. Paul beckoned to me to come to him, when on the gangway? Yes, you were on the starboard side of the quarter.—Did you hear what passed between myself and Captain Paul at the gangway? Yes, I heard Captain Paul order you to leave the wreck; you protested against leaving; he said then that he would have to use force to remove you, and called for Lieutenant Poulter.—I left to look for the Lieutenant.—How long after Captain Paul came on board was it before I was arrested and in his boat? About 20 minutes.—Did Captain Paul ever leave the main gangway before I was arrested? No.—You are perfectly sure of this? Yes, I am.—Did I interfere with any coolies on board, before my arrest? Not to my knowledge.—You never heard me? I did not hear you.—Up to the time of my arrest did I do anything to obstruct the discharge of the cargo? Not that I am aware of.—Were not my whole proceedings calculated to facilitate the discharge of the cargo? Yes.—Would there not have been much more cargo, rigging, sails, &c., saved if the man of war officers had not obstructed the work? Yes, a good deal more.—How much more could have been saved? Nearly a half more.—Was any time lost through my interference? No.—Did you hear Captain More order me into the cabin after Captain Paul came on board on Monday morning and told me to leave the ship? No, I did not.—Did you hear Captain More speak to me, at that time? No, I did not.—Were you present when I was arrested? I was.—Did you hear me use any abusive language to Captain Paul? I did not.—If I

had used abusive language, were you in a position to hear? Yes, I was.—Was I drunk on Monday morning when Captain Paul arrested me? No, you were not drunk.—Did you converse with me that morning? Yes, I did before the arrival of the gunboat.—You are positively sure that I was not drunk? I am.

JOHN SMITH, examined by Plaintiff.—What day and hour did you go on board the wreck of the *Annie Gray*? On Sunday, the 21st January, at daylight.—Who went with you? You went with me.—How long were you on board the wreck before Captain More came? About 2½ hours.—Did Captain More make me an offer to save the cargo? Yes, he did.—What was the nature of the offer? He offered you \$60 for 200 bales of cotton to be put alongside the *Mosquito*.—Were you present during the whole of the time when the agreement was made? Yes, I was.—Who else was to witness the contract? Mr. Howard.—Did I accept the first offer? You did not.—What did I say to Captain More? That it would not pay you, but make it \$100 for the 200 bales.—When did Captain Paul come on board the first time on Sunday? He came on board between four and five o'clock in the evening.—Were there any other naval officers on board previous to the arrival of Captain Paul? Yes, the gunner.—At what time did Mr. Jennings come on board on Sunday? He came on board the wreck about dusk.—Was it not after Captain Paul had left on Sunday? It was.—Did Mr. Jennings bring a bottle of whisky on board? Yes he brought a bottle of Irish whisky.—How many seamen came from the *Mosquito* on Sunday? About 5 or 6.—What did they do? Some were unbending sails, others were walking about.—Did you consider that they had done a day's work? They did not do a day's work.—Did you see me unbending the head sails? Yes, I did.—Was there any interference with the officers in the discharge of the cargo on Sunday? None at that time.—Was there no interference with anyone else? There was with the first lieutenant, Mr. Poulter, at about four o'clock in the evening. He would not allow us to discharge any more cargo. He threw a bag, I mean to say, ordered a bag of rice to be lowered into the hold. After the bag had been hoisted up, he also gave orders to the gunner not to allow us to carry on any more work during the night.—How long was the work stopped? About three-quarters of an hour.—When did we commence discharging again? After Capt. Paul came on board.—Did I protest to Capt. Paul against the steps the lieutenant had taken in stopping the discharge of the cargo? You protested immediately on his arrival on board the wreck.—Did we dine before the junk came alongside? Yes.—When did we go to dinner? About seven o'clock.—Who were there? The gunner, paymaster, Mr. Price, you and myself.—Where there any liquors drank before, at, and after dinner by the officers? A great quantity.—What were they? Beer, whisky, gin, rum, port and sherry.—Where did the liquors, wines, &c., come from? From the lazarette.—Who got the liquors? The paymaster and the lighthouse keeper.—Did you see the officers drinking during the night? Yes.—Did the effect of the liquors make them act rashly? Yes, they acted rashly.—In what way did they act rashly? In discharging fire-arms and fighting.—Did you see any fire-arms discharged in the cabin? Yes, on three occasions.—About what time did the firing take place? About ten or eleven o'clock.—Who fired them? The gunner.—In what direction were the shots fired? Two through the side port and one through the skylight.—By the direction of the firing could any one have been hit on the quarter-deck? Yes.—Where was the gunner when the shots were fired—was he sitting or standing? He was standing in the middle of the cabin.—How far would that be from the port hole? About 7 to 8 feet.—Where were you and where was I at the time? I was sitting on the sofa in the cabin and you were sitting near the gunner.—Did you not hear me tell Foster that the bullet passed close to me? I heard you say, "Don't do it again."—Was it not rash to use firearms in such a close space? Yes, it was dangerous.—After all this have you any doubt but that both naval officers were drunk at that hour? I have not the slightest doubt.—Did you see Mr. Jennings present a pistol at me? Yes, once.—When and where did he present this

pistol at me? At about three o'clock in the morning at the main hatch.—Was this after he had assaulted the coolies? It was after he had assaulted the coolies.—Was the pistol loaded? Yes, it was.—How did you know that the pistol was loaded? He fired it off shortly after.—What was the reason he presented the pistol? He would not allow you to work the cotton.—What was I doing at the time of this occurrence? You were rafting cotton with the coolies.—Did we not stop the discharge of the cargo on account of the pistol threats? Yes we stopped at once.—If Mr. Jennings had not interfered, could we not have discharged cargo all night on the weather or inshore side of the ship? Yes, we could have discharged cargo at all times on the weather side.—After the stoppage of the work, at what time did the coolies go on shore to the island? They went on shore at once, except two or three who were cooking on board.—Where were you at six o'clock on Monday morning? I was in front of the cabin.—What time did you go on shore on Monday morning? A little before the gunboat came to anchor.—How did you get on shore? In my own boat.—Did you keep your boat at the island, until you returned to the wreck? Yes, I kept my boat at the island.—Before you went on shore did I not ask you who should go to see about shipping off cotton from the island to the gunboat as she was approaching? Yes, I volunteered to go.—Was I drunk or sober at that time? You were sober.—You are positively sure I was perfectly sober? Yes, I am.—Did the officers have any sleep that night? Yes, the paymaster slept the fore-part of the night, and the gunner towards morning.—Did you go on shore before the *Mosquito* anchored? Yes, I did.—At what time did you return to the wreck? An hour after I went on shore.—Was I on board of the wreck on your return? No, you were not.—Did my coolies return with you to the wreck? No, they did not.—Were not my coolies employed wading cotton from the island to the *Mosquito* at that time? Yes, they were.—When you returned to the wreck did you find any other coolies on board? Yes, I saw a number of coolies.—Where did they come from and who employed them? I did not ask.—Was Captain Paul on board when you returned to the wreck? Yes, he was on board the wreck.—Did not the gunboat people take charge of all the rice and cotton on deck that had been brought out by our coolies? They took charge of everything.—Did you see me at any time stopping the discharge of the cargo? No, I did not.—Did I not do my best to hurry the discharge of the cargo? Yes, at all times.—Would there not have been much more cargo and gear saved, if the men-of-war officers had kept sober during the night and not interfered with my work? Yes, a good deal more cargo would have been saved.—Was it not evident that they used violence while under the influence of drink to stop my work? Yes, it was quite evident.—How much more could have been saved if we had not been stopped? We could have finished discharging the 200 bales of cotton at about 9 or 10 o'clock on Monday morning.—Were we not, I and you, the first persons on board the wreck on Sunday morning, the 21st January? Yes, for several hours.—Was not the ship deserted when we went on board? Yes, there was no one on board.—Did Capt. Paul see Captain More on Sunday on board the wreck? No, Capt. Paul did not see Capt. More, Capt. More having left at about two o'clock in the afternoon.

GEORGE JAMESON, examined by Plaintiff.—You are H.B.M.'s Acting Consul at Chefoo, are you not? and you were acting in that capacity in the month of January last? Yes.—As Acting Consul did you not preside on the 29th day of January last at the hearing of a charge against Thomas Lyell for impeding the salvage of cargo from the wreck of the British ship *Annie Gray*; at that hearing Lieutenant R. H. Paul, commanding H.M.'s ship *Mosquito*, gave evidence on behalf of the prosecution, did he not? Yes.—Did you take notes of that evidence? Yes.—Did not Captain Paul in the course of his evidence on that occasion swear that on Sunday the 21st day of January last he went on board the *Annie Gray* and saw the master, and that the master told him that he wished the *Mosquito* to take charge of the wreck and save the cargo, and that the master also told him that he had made arrangements with

Lyell to pay fifty cents for every bale of cotton he (Lyell) put on board the *Mosquito*? I find in my notes the following in Captain Paul's evidence, "I rejoined the ship on Sunday, the 22nd, in the afternoon. Commanding officer of the *Mosquito* informed me that the master of the ship had requested him to take charge of the wreck, and endeavour to save as much cargo as possible. I went on board the *Annie Gray* and saw the Master. He told me he wished the *Mosquito* to take charge of wreck and save the cargo. He also told me that he had made arrangements with Lyell to pay 50 cents for every bale of cotton he put on board the *Mosquito*."—Did not the witness Paul in the course of his said evidence say that on his arrival at the wreck early the next morning (meaning Monday, the 22nd January), Mr. Jennings, the paymaster of the *Mosquito*, told him that during his (Paul's) absence, Lyell had impeded the removal of cargo? Yes, I have that in my notes.—Did not the witness Paul in the course of his cross-examination on the occasion referred to, swear that he enquired of the other officer whether Jennings's report was accurate? I find I have that in my notes.—Who was the other officer to whom he referred? I understood him to mean Mr. Foster, the gunner, as they were the only two left on board.—Did the witness Paul in the course of his evidence say that any report about the plaintiff Lyell was made to him on the 22nd January by Mr. Foster, the gunner of the *Mosquito*? I have no special statement in my notes to that effect, beyond the evidence given by Captain Paul that he enquired of the gunner whether Mr. Jennings's report was accurate.

J. C. KIRSCHSTEIN, examined by Plaintiff.—Did you see Captain Paul and another officer, with Mr. Head, going up from Messrs. Fergusson & Co.'s jetty before me on the morning of the 22nd of January? Yes, I did.—You saw me on that morning as a prisoner in charge of three marines with side-arms? Yes, I did.—You spoke to me? Yes.—About what time was this? Between ten and eleven a.m.—In what state was I, drunk or sober? You had no appearance of being drunk.

W. C. HOWARD, examined by Plaintiff.—You heard the agreement made with Captain More, about the cotton? Yes, I did; I was called to witness it.—What was the first offer? I don't remember.—Did I accept the first offer? No, you refused it.—Did I not say it would not pay me? Yes, you did.—What was the amount I offered to take it out for? Fifty cents per bale.—Did you hear me say make it \$100, and that will be 50 cents per bale for the 200 bales of cotton on board? I was under the impression that the agreement was for the whole lot—two hundred bales of cotton.—Did Lieutenant Poulter send for Captain More and yourself to come on board the *Mosquito* on Sunday morning, shortly after her arrival at the wreck? Yes.—Can you state as nearly as possible what passed between yourself, Capt. More and Lieutenant Poulter? Lieutenant Poulter asked Captain More in my presence what he intended to do. Capt. More replied, I place the entire charge of the wreck in your hands. It was finally agreed that Capt. More should return to the wreck and try and come to some arrangement with you to get out the cotton and other cargo. Lieut. Poulter also told Captain More that as you were on board the wreck with your coolies it would be better to make an agreement with you for salving the cotton and other cargo, so as to save time. If an agreement could be made, the salvaged goods were to be sent alongside the *Mosquito*.—And what was the final decision? The final decision was that Capt. More was to return to the wreck and see if he could make an agreement about salving the cotton with you.

A. W. VAN-ESS, examined by Plaintiff.—Did you receive orders on the 22nd January to imprison me? Yes, I received orders from H.B.M.'s Acting Consul.—About what time? About noon.—Was it not earlier? I don't think it was.—You had an opportunity of seeing whether I was drunk or sober? Yes, I had an opportunity.—Was I drunk or sober? You were sober.—You are positively sure that I was perfectly sober? You had not the appearance of being drunk.—At what time did I leave the jail? At 4 o'clock in the evening.

A. BAUERMEISTER, examined by Plaintiff.—Did you take notes of the evidence at the

hearing of the impending charge at the British Consulate, re *Annie Gray*? Yes, I did.—Are the notes produced those you took? Yes, they are the notes.—Did not Captain Paul in the course of his evidence on that occasion swear that, on Sunday the 21st January, he went on board the *Annie Gray* and saw the master, and that the master told him that he wished the *Mosquito* to take charge of the wreck and save the cargo, and that the master told him that he had made arrangements with me to pay 50 cents for every bale of cotton I put on board the *Mosquito*? Yes, I have that in my notes.—Did not the witness Paul in the course of his said evidence say that, on his arrival at the wreck early next morning, Monday the 22nd January, Mr. Jennings, the paymaster of the *Mosquito*, told him that during his (Paul's) absence, I had impeded the removal of cargo? That is in accordance with the notes I took at the hearing.—Did not the witness Paul, in the course of his cross-examination on the occasion referred to, swear that he enquired of the other officer whether Jennings's report was accurate? I have in my notes the following, "I enquired of the officer in charge."—Does not Captain Paul state in his cross-examination that I was arrested under no offence at all, but because I would not leave the ship? I have in my notes as follows, "You were arrested under no offence at all, but merely to remove you." The memorandum of notes taken by me at Her Britannic Majesty's Court at Chefoo, contains a true statement of what passed in the Court.

Lu, a native diver, examined by Plaintiff.—A. R. Donnelly, Interpreter.—Who was it stopped us taking out cargo from the wreck of the *Annie Gray*? An officer of the gunboat, a tall man.—You saw the same officer holding a pistol at me at the main-hatch, when he stopped the discharge of the cotton? It was the same officer. I saw him holding the pistol.—Was the cargo then stopped? After that the cargo was stopped.—When did the coolies go on shore? About 3 o'clock in the morning.

TUNG, in the employ of J. Smith, examined by Plaintiff.—A. R. Donnelly, Interpreter.—Did you see Smith go on shore, was it before or after the gunboat anchored? I saw Smith go on shore about the same time as the gunboat anchored.—How long did he stop on shore? A full hour.—Did you hear me tell you to send the coolies away after they were finished taking off cotton from the Island? I did not hear you.—Was I drunk? No, I saw you for some time; you appeared to have had no liquor.

This concluded the case for the plaintiff, and the Court adjourned until the following morning.

Sept. 4th.

Mr. RENNIE said it was now his duty to open the defendant's case. The privilege of addressing a jury was not one they often had in Shanghai, and although he could not say he was sorry to have that privilege now, he could not help but think that the time of the jury was being wasted in hearing such a trumpery case. He called it a trumpery case because he hoped to be able to show, from the evidence he should call, that it was deserving of that name and ought never to have been brought. What was it the plaintiff had asked them to decide? Whether or not he was entitled to damages against Captain Paul for taking him away from the wreck, where he was misbehaving himself, in the *Mosquito* to Chefoo, and then to the Consulate under arrest. As to what took place at the Consulate, he thought they would be told by his Lordship that it was a matter beyond their consideration; they had nothing to do with that, but the fact that plaintiff was convicted of the charges preferred against him seemed to show that there was some justification for what defendant had done. Plaintiff had fully described how he was taken from the wreck to the Consulate in the custody of a marine, and for this he claimed £2,000.—£1,500 for loss of character, and £500 for loss of business. Personally he could form no idea how plaintiff's character had suffered to the extent of £1,500 by the arrest, when he considered his character had not suffered at all by the solemn convictions by the Consul. What was it the plaintiff asked them to believe? He had said he was on the wreck—some hours before Captain More arrived. When Captain More arrived he entered into an

agreement with him for the salvage of the cotton. Plaintiff had said that the agreement was that he was to be paid \$100 for getting all the cotton out of the ship, but the jury would not fail to remember that when he was asked if there had been more than 200 bales whether he would have got all of them out, he replied that he should not have got out more than 200. Now he should prove to them that the agreement with the plaintiff was that he was to salvage as much of the cotton as he could and put it on board the *Mosquito* for 50 cents a bale; and by this agreement he unquestionably waived all claim he might have had, or thought he had, as the original salvor of a derelict vessel. It was perfectly clear that under the circumstances he (plaintiff) was bound to obey the orders of the master, Captain More, in every respect; and it was no doubt his knowledge of this that caused him to make the agreement with Captain More. Plaintiff set up a claim which was unsupportable, and, according to his admissions, had interfered with the salving of the cotton. When the junk came alongside the wreck he interfered and continued to interfere during the night; and he threw cotton overboard to be dragged through the water to the Island when there was no necessity for it. Whatever was the plaintiff's opinion on that matter it appeared to him a curious way to save the cotton; and when the naval officers interfered to prevent his throwing it overboard they only did what it was their duty to do. They were justified in stopping any proceeding they did not think to be in the interest of the ship, and he thought the jury would believe that their conduct was most proper in that respect. Now he would say a few words as to the appeals the plaintiff had lodged against the convictions of the Consul. Plaintiff had told them that he did not press those appeals for certain reasons, and one of the reasons was that he charged the Consul of Chefoo with having improperly taken down the evidence. That charge, he thought, would go far to damage his case in the eyes of the jury, rather than advance his interests. Plaintiff had little to complain of, for he was allowed six or seven days to prepare his defence on each of the charges on which he was convicted; and his own admissions showed that he did threaten to throw the paymaster overboard, and that he did impede the discharge of cotton from the ship. These were the two charges on which plaintiff was convicted, and his own admissions went to show that he was not improperly convicted; therefore to bring the charge he had against the Consul was monstrous in the extreme. Moreover, such a charge was totally irrelevant and should not have been made, and instead of being in his favour, he thought it would tell very much against him. Let them now see how plaintiff had tried to vindicate his character, as he alleged was the object of the suit. How could he vindicate his character by the present suit? Not at all, and it was absurd to think that he could. Supposing a verdict and damages were awarded him on the ground that his conveyance from the wreck to the shore and his march to the Consulate was improper, his character would not be vindicated; the circumstances of his conviction would not have been entered into, and the convictions by the Consul would still be recorded against him. The jury would hear evidence that plaintiff was removed from the ship by the distinct orders of Captain More, the master, and all they had to decide was whether his removal was justifiable or not. If plaintiff was successful in this action his character would not be restored in the least. The convictions against him must be removed before there could be any restoration of his character, and he (plaintiff) was easy in his steps to upset those convictions. When they came to consider the credibility or weight to be attached to the plaintiff's evidence, they would find it differed very little in the main facts from that he should lay before them. Plaintiff had admitted that he obstructed the loading of the junk with cotton, and threw cotton into the sea, and these were the only occasions when the naval officers protested. That plaintiff obstructed the salvage of cargo there could be no doubt, and it was only by the production of firearms that his interference was prevented. Plaintiff had also admitted that he was asked by Captain Paul to leave the ship and refused, and

there was no alternative but for him to be removed. Mr. Wainwright had explained in his opening that it was the duty of Her Majesty's ships to render assistance at wrecks. When the *Mosquito* arrived on Monday morning at the wreck of the *Annie Gray*, she found the plaintiff was on board; he had been interfering with the salvage operations and claimed to be there by a right which was unsupportable; he was insolent and quarrelsome, and under such circumstances what was the officer in command to do but to remove him by force. What could Captain Paul have done short of what he did do? Plaintiff would not leave the ship, and supposing Captain Paul had put him on the island, or in a boat, was it not to be assumed that he would have returned to the ship and given further annoyance? Plaintiff had to be removed some way or other, and Capt. Paul adopted the only reasonable course possible—took him without any harshness or violence to the Consulate to be dealt with by the Consul as he might seem just under the circumstances. With regard to the law of the case he should have another opportunity of addressing them, and would not touch upon it now. Unfortunately none of his witnesses were present—they were away from Shanghai. Their evidence had been taken *de bene esse* and it would be read over. They (the jury) would hear that Captain More, the master of the wreck, delegated all his power to Captain Paul, and that it was by the express wish of Captain More that plaintiff was removed from the wreck; and under these circumstances he thought they would have no difficulty in deciding that Captain Paul was justified in all he did. He referred at some length to the evidence to be read over, and expressed his belief that the jury would have little difficulty in deciding that the charges of drunkenness, &c., against two of her Majesty's officers were unfounded and trumped up for the purposes of this case; and also that the suit itself was improperly preferred, that it was a most trumpety and contemptible action, harassing to Captain Paul and his officers, and ought never to have been instituted.

The evidence for the defence was then read over to the jury.

ROBERT HENRY PAUL deposed—I am a Lieutenant in Her Majesty's Navy, commanding H.B.M.'s gunboat *Mosquito*. I was in command of her at Chefoo in January last. I remember the wreck of the *Annie Gray* occurring in that month. The first intimation I received as to the wreck was from the officer I had left in command of my vessel while I was up country. I immediately returned to Chefoo on Sunday, the 21st. I went off to the *Mosquito* which was then lying 100 yards from the wreck, and reached her at 3 P.M. that day. I went on board the wreck at once. I there found Mr. Lyell the plaintiff, Mr. Smith, and some coolies discharging cargo into the *Mosquito*. That cargo was cotton. The master of the *Annie Gray* (Capt. More) was not on board at the time. Plaintiff then came to me and protested against the steps that Lieutenant Poulter had taken in my absence in connection with the wreck, saying that the whole ship and cargo belonged to him (plaintiff) as he had been the first on board, and that we had no right on board. Up to this time I had had no communication with Capt. More. I had received a report from Lieutenant Poulter as to the reasons that had induced him to act as he had done. In reply to plaintiff I told him if he had any complaint to make in respect of the steps that had been taken he could go to the Consul. Nothing else passed between us. The discharge of cargo continued and I urged it very much. I remained one hour and a half on board the *Annie Gray*. Then I returned to my ship and went to Chefoo. Before leaving the *Annie Gray* I made arrangements with Mr. Smith, Mr. Lyell's partner, to go on working all night and get out the rice as well as cotton, the remuneration to be agreed on afterwards. Lieutenant Poulter had reported to me that it was Capt. More's desire that the *Mosquito* should take charge of the wreck. It was in consequence of this that I made the arrangements I did with Mr. Smith. I understood that a cargo boat was to be sent down by the agent to take delivery of the cargo. Before leaving the wreck I placed Mr. Foster and Mr. Jennings, officers of my ship, on board her, telling them to remain all night. I

instructed them to load the cargo boat as soon as possible when she came off. On my return to Chefoo I went to the Consul, told him what had occurred, and asked him to send for the master. When he (the master) came he said to the Consul that he wished the *Mosquito* to take sole charge of the wreck and the cargo, and that he gave up everything to me. Next morning (22nd) I went again to the wreck, Capt. More accompanying me. I towed out some cargo boats. Arrived at the wreck I went on board with the Captain. I saw plaintiff, who was drunk. No work was going on. The light-house keeper (T. Hayden) was on board; he was also very drunk. Both of my officers, whom I had left on board, then reported to me what had occurred during the night. I don't know whether Capt. More heard the reports made to me. He told me that he wished plaintiff to leave the ship. This would be ten minutes or a quarter of an hour after we had got on board. Capt. More sent for plaintiff to the cabin, and in my hearing and that of my officers told him that he didn't wish him to remain on board any more as he was obstructing the work of saving the cargo. Plaintiff said he would not go. A little later (about a quarter of an hour) the Captain came to me and asked me to remove plaintiff from the ship. Plaintiff was present, so were my officers. I begged plaintiff repeatedly to go, and kept begging him for an hour and a half, during which time he continued abusing me and defying me. No work was going on during this hour and a half on the part of plaintiff's coolies. I heard plaintiff tell his coolies to go away. After the hour and a half, finding he wouldn't go, I considered it my duty to remove him in pursuance of the Captain's request. He went into my boat when I had told him that if he didn't go I would make him. He was taken in her to the *Mosquito* and thence to Chefoo. I took the *Mosquito* to Chefoo with him on board, and sent him up to the Consulate whither I followed myself. My object was to lodge a complaint against him, and to prevent his returning to the wreck. A complaint was lodged, and the Consul directed him to sign a bond in £50 not to return to the wreck, and as he refused to do this he was locked up in the Consulate prison. I was present at the hearing of a charge against him for impeding the salvaging of the cargo, and of another for assaulting Mr. Jennings. I was present when the decisions were given. He was fined \$50 on the first charge, and \$5 on the second. On the 21st or 22nd Lieutenant Poulter handed me a letter which he said he had received from the Consul. I tore up that letter afterwards. It was in effect a request to the Commander to proceed to the wreck to render assistance, and that if necessary an official letter to that effect would be sent [contents of letter objected to.] I understood that Mr. Smith was plaintiff's partner. On the morning of the 22nd, when I went on board the wreck, he came to me and said that he was very sorry for what had occurred, and that it was due not to Mr. Lyell but to the whisky. In all that I did from first to last, I was entirely guided by what I conceived to be my duty under my instructions from the Admiralty, in the interests of the ship. Had I not done what I did, more property would have been lost than actually was. A tide was lost through plaintiff's action. The wreck was in a position of great danger. The vessel was bound to break up as soon as a breeze of wind came on, as actually happened. In so acting I also believed that I had the support of the civil authority, and I had also the express request of the Master.

Cross-examined—There were only a few of my men on board when I arrived on the Sunday afternoon. The day's work was done, and they were leaving to go back to their ship. Jennings and Foster were on board when I got there. I left them there. They were the only portion of the crew I left. There were no coolies left on board that I knew of, beyond those of plaintiff's. I made enquiries during the Sunday afternoon as to what cargo there was on board. I was informed there was cotton and rice. After plaintiff had protested to me, I urged his partner to go on with the discharging. I didn't observe how the cotton and rice was stowed. Smith and Lieutenant Poulter both informed me that plaintiff had an agreement with Captain More by which he was to receive 50 cents for every bale of cotton he put on board the *Mosquito*. I dis-

tinctly understood that any one else was at liberty to discharge cotton. I discussed with Smith and Poulter what was best to be done in loading the boats that were to be sent off by the agent. I understood that cotton was to be loaded in the boats. Indeed, Mr. Smith expressed his opinion to me that the rice being already wet was not worth saving. There was rice put on board the *Mosquito* that day. It was in bags. There was, I should say, 100 or 150 bags or so put on board. I was cross-examined at the hearing of the first charge against plaintiff. I did not then state that "I was aware that plaintiff had a special agreement with Capt. More for the whole of the cotton." I thought the rice might be of value; that is why I arranged with Smith to get rice out as well as cotton. When the Captain told me at the Consulate that the *Mosquito* was to take sole charge of the wreck, I considered him still master and that I was to work under his directions. When I went on board on Monday and found plaintiff drunk, he was on the upper deck. I don't recollect what he was doing. He didn't speak to me until after my officers had made their report. I had observed that he was drunk before my officers made any report to me. I formed my opinion that he was drunk first from his telling the coolies not to work. The coolies were not trying to work. They were doing nothing beyond making an uproar. There were about fifty of them. I understood they were plaintiff's coolies. They were only talking as coolies do. My officers had reported to me that plaintiff was drunk during the night. I can give you many symptoms of drunkenness that he displayed. One was shortly after I came on board. He came to me and said I had better go away. Again, when he came into the cabin when sent for, he staggered as a drunken man and bumped against the bulkheads, and spoke thick as a drunken man generally does. In the interval of the quarter of an hour when he was first asked to leave the ship, plaintiff was in my sight; he was on the gunwale and about the deck interrupting the coolies in their work, also abusing me, hardly any work was done during the hour and a half in consequence of his interference. There were a good many of my crew on board at this time; no marines to my knowledge. There was the light-house keeper's gig and Mr. Smith's lying alongside the wreck. I eventually told him that if he did not go quietly on board my boat, I would have him put on board. I didn't wish him to go on board the *Mosquito*. I first wanted him to go on shore in his own boat, and had tried to get him to do so. When he went into my boat, which he did quietly, I gave orders to the sailors to take him to the *Mosquito* and keep him there. I followed on board the *Mosquito* about half an hour afterwards. He was then in charge of a marine. He was calling out to a sampan that was loaded with cotton not to come alongside but to go away. The marine had him in his custody all the way back to Chefoo. When we got to Chefoo I ordered the marines to take him to the Consulate. He was arrested because he wouldn't go without. We've no instructions from the Admiralty as to arresting people and marching them through the streets. The instructions I referred to are the general instructions to render assistance to vessels in distress and protect British property. To a certain extent plaintiff prevented even our own fifteen coolies from working. If he hadn't been drunk, there would have been no trouble. During the hour and a half we couldn't make head against him. It was his talking to them that prevented the work.

Re-examined—I didn't understand that Capt. More had abandoned the wreck.

ROBERT MORE deposed—I was Captain of the British ship *Annie Gray* which was wrecked about 9 miles from Chefoo on the 19th January last. She took the ground at 9.30 P.M. I remained by her that night and next day (Saturday) till between 2 and 3 P.M. The harbour-master came at that time and recommended me for my own safety to leave her for that night. I left her accordingly with the intention of returning. Her back was broken. She was full of water and the seas breaking over her. I returned to her next morning, having left Chefoo at daylight. My mate reported the loss at the Consulate and also on board the *Mosquito*. When I reached the wreck I found Lyell and Smith and a lot of coolies and sampans. They had broken open the hatches and were taking the cargo out.

I asked Lyell by what authority he had done so. He replied by his own authority and that he considered himself master of the ship—also that the ship was abandoned, that he was the first on board, and that he claimed to be salvor. I told him that he had no authority to do as he had done, that the ship was not abandoned, and that I was the master. I further told him that unless he brought back the bales of goods that he had on the Island I would prosecute him. He came to me a little while after and asked what I would give him per bale to discharge the cotton and put it on board the *Mosquito*. The *Mosquito* was then by the wreck, having arrived shortly after I did. I went out in a boat. I agreed to give 50 cents per bale for all that he should put on board the *Mosquito*. I thought at the time there were 200 bales, subsequently I learnt from the bill of lading that there were 290 bales. This was all the agreement come to. I asked if he would have it in writing. He said as Mr. Howard was there and heard, it was not necessary. Mr. Howard's attention was called particularly to it. I went on board the *Mosquito* and saw Lieut. Poulter who was in command. I told them to look after the interests of all concerned. There were two officers sent on board from the *Mosquito*. I went on shore with the harbour-master about 2 o'clock. Cotton was then being loaded on the *Mosquito* under the arrangement I had made with Lyell. I returned to the wreck next morning in the *Mosquito*, Capt. Paul being on board. We started a little after 6 o'clock. When I went on board with Capt. Paul I found everything in a state of great uproar. Lyell was there; he was doing nothing, he was very abusive. He was at the main-hatch; no work was going on there. In reply to Capt. Paul, who told him that he had better go on with the work and that if he did not go on he had better go ashore, he said he would not go ashore and Capt. Paul could not put him ashore. He was very excited, did not seem to know or care what he said. He could walk about but he seemed to me he had been or was under the influence of liquor. I wanted his coolies to work and he would not allow them. I then told Capt. Paul he had better turn him out of the ship. I then went to the cabin. When I returned to the deck he was no longer there. I had asked Capt. Paul to take whole control of the salvage, as being a Queen's officer and the one best fitted in my opinion to take charge of the interests of everybody. I had not abandoned my ship, he was acting under my directions.

Cross-examined—I had a third share of the *Annie Gray*. It was not wholly paid for. It is nearly impossible for me to say how it stands. At the time I left her it was impossible to say how long she might hold together. She might go to pieces in half an hour or she might hold out. There would be about 25 persons altogether on board when we took the ground. I sent off my wife and family in a boat with the mate and five men for shore. At this time (2 a.m.) there was 9 feet of water in her. The remainder except myself went about noon. I made them go. I left between 2 and 3, the harbour-master having come in a life-boat from Chefoo and told me it was as much as my life was worth to remain. I got to Chefoo just before dark. I went to the hotel where my wife was. I did not communicate that evening with anyone on the subject of the wreck. I was too tired to do anything. I went the first thing in the morning to the harbour-master and asked if he would give me a passage off. He told me Smith's boat had gone off. I don't know that any of my crew except the mate and perhaps the carpenter returned to the ship that day. I had not requested assistance from anybody except the harbour-master up to that time. I first saw Lieut. Poulter on the Sunday morning when I went on board the *Mosquito*, which was then lying by the wreck. I had not myself seen the Consul up to that time. I understood from the mate that he had. I offered Lyell \$60 to put the cotton on board the *Mosquito*. He said that would not pay; he would do it at 50 cents a bale. When I wanted the coolies to work he said he would not allow them. Capt. Paul then went in the *Mosquito* to the shore and got other coolies to come. It was not more than half an hour after I was on board before I asked Capt. Paul to put Lyell out. I had no interview with Lyell in the cabin that day. I am quite sure of this. I heard Capt. Paul tell him to

leave two or three times. This was shortly before I went into the cabin. He told him very kindly that he would have to put him out if he did not go. I can't tell whether it was 10 minutes or an hour after I went into the cabin, before I discovered he had left the ship. I was not present and did not hear what Jennings and Foster said to Capt. Paul. I never told Lyell myself that I wanted him to leave. When I say everything was in a state of uproar, I mean there was no master. I judged from the manner of the man and his looks that he had been under the influence of liquor. The lighthouse-keeper was worse. The naval officers were all right—quite sober. Smith was quite sober. Only Lyell and the lighthouse-keeper were under the influence of liquor.

Re-examined—I was too much engaged myself to see the Consul. I knew the mate had.

EDMANUEL FOSTER deposed—I am gunner of H.B.M.'s gunboat *Mosquito*. I remember, in January last, going in the *Mosquito* to a wreck—on the 20th. We didn't communicate with her that day. On the 21st we went again. Mr. Poulter was in command, in the absence of Capt. Paul. I went on board the wreck between 7 and 8 a.m. by orders of Mr. Poulter. Capt. More arrived about the time I arrived. I found plaintiff, Smith, and a party of coolies there. Capt. More speaking to plaintiff told him he had no business to start the hatches. He and his coolies had opened the hatches and discharged some cargo on the Island. Plaintiff said he had a right to do what he had done as the ship was abandoned when he came on board, and she, consequently, belonged to him. I heard plaintiff and Capt. More afterwards make an agreement as to discharging cargo. I was called as a witness to the agreement. The agreement was that fifty cents were to be paid by Capt. More to plaintiff for every bale of cotton put on board the *Mosquito*. That was all the agreement. Before that plaintiff had asked Capt. More how much cotton there was in the ship. Capt. More had replied he thought there were 200 bales. The plaintiff then proposed to get it all out for \$100. Capt. More declined. Then it was arranged as I have stated. After the agreement was made the coolies set to work and discharged the cotton into the *Mosquito*. In the afternoon I heard something about rice. The after-hatchway couldn't be worked without getting some rice out. Smith or Lyell accordingly asked permission from the Captain to get the rice out; this was given and some rice was put on board the *Mosquito*. I remained on board all the afternoon. The *Mosquito* went away for a time. I remained all night. My instructions were that Lyell or Smith were to go on discharging during the night. They had some large sampans alongside, but most of the cotton was put on the Island. I had been informed by Capt. Paul that a junk was coming off from the agents to take cargo, and that she was to be loaded as soon as she arrived. She came sometime after dark, say between 8 and 10. She brought coolies and a China-boy belonging to Cornabé (the agent), who could talk English. The boy came on board, and I told him to bring the junk alongside at once. Plaintiff was present. He said he shouldn't come alongside, and told him not to do so till the morning. She came, nevertheless, and was ready to take cargo on board. Her coolies came on board, and they proceeded to discharge cargo into her. Plaintiff at that time neither did or said anything. I was afterwards called on deck by Mr. Jennings, the Assistant-Paymaster, who was at that time on watch, and who had volunteered to stay with me. I told the boy to go on getting the cotton out. Understanding that plaintiff was causing difficulty, we both jumped down into the hold. I got two coolies to bring two bales of cotton to the hatch and slung one myself. I went on deck and told the coolies to hoist it up. They did. As they were doing so plaintiff partially cut the slings, saying that they should not get it up, and he laid hold of a bale of cotton as it was being raised to the gunwale. He again tried to cut the slings. I told him not to cut the slings. He said the cotton belonged to him and that we should not get it out. The bale was ultimately put into the junk, which was fully loaded at last. Once after this I was called on deck while the junk was being loaded. Plaintiff was obstructing the coolies from bringing the bales forward. I told him to leave the coolies alone and let them go on with their work. He did so, and I stayed till the junk was loaded. He was very much

under the influence of liquor. Later, I was called again and told him not to throw any cotton overboard. I saw that there was some under the bows. This was between 11 and 12 p.m. There could be no work between 12 and 4 on account of the tide. In the morning, about 6 o'clock, I was again sent for by Mr. Jennings. I found him with his back against the taffrail, and plaintiff and the lighthouse-keeper in front of him. They were quarrelling with him and calling him names. When I got there I told him not to have any row, and they left. Later on plaintiff came into the cabin and abused Jennings, calling him a long-legged quill-driver and other names. I said we didn't want to have anything to say to him. Plaintiff then said he would call his coolies and leave him overboard. They came into the cabin accordingly, two quite in. He said to them, "Heave this fellow overboard," pointing to Jennings. He added something to them in a language I didn't understand. I took up one of the rifles, stood in front of Jennings, and said it had gone far enough; if they touched Jennings I would shoot them. This seemed to frighten them and they went off. The *Mosquito* came shortly afterwards. I made no report; Jennings did.

Cross-examined—I heard Capt. More offer \$60 to Lyell to save the cotton. Plaintiff thereupon said "make it \$100." More said no he wouldn't. They couldn't agree. This would be about half an hour before the agreement was made. It was expressly agreed that the cotton already on the island should be put on the *Mosquito*. When I was first called on deck by Jennings they had some bags of rice on board the junk. It was at 8 o'clock p.m. that I had the only meal I had on board. It was after this that the rifles were fired off from the cabin. It was I who fired them. I fired twice. Nobody else fired. I was standing in the cabin when I fired them. The cabin is a deck-house. The ship was at an angle of 10 to 12 degrees on the rock. I put the muzzle through the weather port and fired so, in the air. Plaintiff was in the cabin. He said nothing. I didn't strike any of the coolies when I jumped down into the hold, nor did I see Jennings do so. They belonged to the junk. I didn't strike any coolies on board. I didn't see Jennings do so. It was when we were getting the first bale of cotton that plaintiff cut the slings. We used other slings after that. It was with a knife that he cut them. I didn't see Jennings present a pistol at plaintiff. It was I who was left in charge of the wreck. Jennings volunteered to stay with me.

Re-examined—I had got the marines to leave two of their rifles and ammunition, because I saw a lot of junks about. After dinner Jennings said he had tried to fire them, and they wouldn't go off. I got the two cartridges from him that he had tried and fired them off. He hadn't closed the breach in the proper way.

Further cross-examined (by consent)—I was perfectly sober that evening; indeed, the whole time I was on board. I didn't sleep all night, and didn't lie down for more than 5 minutes. That was before the first time I was called on deck and after that I didn't intend to lie down. I was perfectly sober.

WILLIAM JENNINGS deposed—I am Assistant-Paymaster of H.B.M.'s gunboat *Mosquito*. I remember the wreck of the *Annie Gray* in January last. I went on board shortly after Foster. It was about 6 p.m. on the 21st. I stayed on board during the night. I remember a junk coming off in the course of the evening to take off cargo. She eventually came alongside. Plaintiff said she should not come alongside, and that his coolies would prevent her doing so. When she got alongside she proceeded to take in cargo, entirely by her own coolies. While the 1st or 2nd bale of cotton was on the bulwark, plaintiff got on the bulwark and tried to cast off the lashing. He had previously said that none of the cotton should leave the ship. The Gunner went up to stop him. Plaintiff threatened to throw the Gunner overboard. He called out to me and I went to his assistance. We compelled him to let the cotton go. Smith said to me that he had remonstrated with Mr. Lyell, that he appeared to be drunk, and that he hoped I would take no notice of it. Lyell's coolies were working forward, and putting the cotton on the Island. A quantity of it got into the water. I tried to stop it, said it was a fine night, prospect of good weather, and it would be better to get it up on deck and keep it there till the gunboat

came. No more was thrown overboard while I was there. It was highwater some time during the middle watch. Lyell frequently abused me. He was evidently drunk, and I tried to keep out of his way. He two or three times threatened to throw me overboard, and once proposed to the lighthouse-keeper to do so. In the morning, when in the cabin, he called to his coolies to do so. Two or three of them came to the door. He pointed to me and said; "That's the man, take him away and throw him overboard." The Gunner interfered, stood in front of us with a rifle, and said none of them should touch me. Lyell said he was only working for the benefit of the Captain, and anything he made he would give up to the Captain. I had asked the light-house keeper what some sampans about were, and he said they might come to the ship if they thought nobody was on board. I accordingly, took one of the rifles and fired it in the air. This was from the deck. When I tried it a second time it wouldn't go off. I took it to the gunner who explained the reason, and he fired it and the other one off in the air through the cabin window. The muzzle was about a foot inside, and the rifle was pointed through the window. I saw Capt. Paul in the morning when the *Mosquito* came. Capt. More came also. I reported what had occurred during the night. After consulting together Lyell was sent for and Capt. More told him he wanted him to go away as he had behaved improperly and caused confusion, but that he should have 50 cts. for the bales he had sent away. Lyell refused to go. Capt. More asked Capt. Paul what he should do. Capt. Paul then gave him so many minutes to go away. About 20 minutes to half an hour elapsed between Capt. Paul's coming and Lyell's being taken away.

Cross-examined—Smith remonstrated with him for telling the boat not to come alongside. Not more than one minute was lost in this way. I was on deck almost constantly from the time the junk came till I was called by the gunner. Lyell didn't do more than threaten to throw him overboard. There was water in the hold rising and falling with the tide. The outside bales were wet. What I have stated already is the only reason I remember being given for Capt. More desiring Lyell to go away. I wasn't in the least under the influence of liquor all the time I was on board, nor the gunner. My report to Capt. Paul was that Lyell had impeded the discharge of cargo and threatened to throw the gunner overboard. I didn't present my pistol at Lyell. I did at the light-house man because he came up and jostled me and made a snatch at my pistol, Lyell the while saying "throw the b—r overboard." I am certain there were some of Lyell's coolies on board when the *Mosquito* came in the morning. Lyell spoke to me frequently in the morning, calling me foul names. He expressed regret to me for having misbehaved in the matter of not allowing the junk to come alongside, and asked if I would shake hands with him, which I did. He offered me a drink which I declined. I had had drinks. I am not by any means a teetotaler. I heard Capt. Paul give directions to have Lyell hand-cuffed, if he gave trouble on board the *Mosquito*. I went in the *Mosquito* to Chefoo. I saw Lyell taken on shore, in charge of marines with their side-arms, in custody. This would be in the forenoon.

FREDERICK E. POULTER deposed—I am a Lieut. in the R.N. I was in temporary command of the *Mosquito* on the 20th of January last, in the absence of Capt. Paul. I noticed a wreck at eight o'clock in the morning. I made preparations to go to her assistance. Before starting the Chefoo life-boat came off to me at 1 o'clock with the harbour-master and the mate of the wrecked ship (*Annie Gray*). The former brought a letter from the Consul to my address. I gave it to Capt. Paul. It was in effect a request to me to do what I could in the way of assistance to the wreck. I went towards the wreck in the afternoon. Being informed that the lives were saved, and because the sea was too heavy, I didn't go quite to the wreck, and returned that night to the anchorage. Next day I proceeded with the *Mosquito* to the wreck, towing the harbour-master's gig. I anchored off the wreck. I saw the master (as I was informed he was) go on board. I saw men cutting sails from the yards and landing cargo on the beach. I sent the gunner with a detachment of marines to assist the Captain if necessary. I then sent for the

Captain to make further arrangements. He came. He told me that these people had been getting the cargo out without his knowledge or sanction, and asked if I would try and save as much of the cargo as possible. I then made preparations for sending all hands to assist in the wreck. I went on board a little later. I learnt that an arrangement had been made between plaintiff and the Captain for putting cargo on board the *Mosquito* at \$0.50 a bale. I returned to the *Mosquito*, and a little later went on board the wreck again. I found the Captain had gone on shore and that there was a dispute among the people on board as to who was in charge of the wreck. "The people" were compradore's men, light-house keeper and others. I sent for them and told them that the ship had been given into my charge, and as the Captain of the ship had gone away, I intended putting two officers on board in charge for the night. No one objected. I then prepared to get my own men off and return to Chefoo for lighters. At this time Capt. Paul arrived. It was then between 4 and 5 o'clock. I reported to him what I had done. He was satisfied and we went together on board the wreck. I directed Lyell and Smith as to what cargo they should get up, and I returned to Chefoo in the *Mosquito*. On Monday morning we again returned to the wreck, Capt. More being on board with us. I went on board the wreck with Capt. Paul and Capt. More. I found the coolies at work and Mr. Smith "carrying on." I didn't see Mr. Lyell just then. Capt. Paul told me to come and hear what passed between him and Lyell. This was about half an hour after we got on board. Capt. More was not satisfied with Lyell's answers about what had been going on during the night, and then More told Lyell to leave the ship. He had been before this knocking about and making a row. Lyell objected to leave the ship. I don't think he actually refused to. He kept on protesting. He was excited and the worse for liquor. I would have considered him drunk had he been called up on the quarter-deck before me, for the same thing. He didn't go, but hung about the cabin. I don't quite remember, but I think Capt. More asked Capt. Paul to tell Lyell to leave the ship. Capt. Paul told him to leave the ship. He didn't leave, but got on the rail and kept shouting to the coolies and saying the officers had been drunk all the night. After being told half a dozen times to go, and he didn't go, Capt. Paul told me to get the cutter alongside and take him on board the *Mosquito*. Finding he had to go, he went without trouble. Lyell's coolies were at work when I went on board, they were handling bales of cotton under Smith's directions.

This closed the defendant's case.

At the request of Mr. Wainwright the following evidence in the plaintiff's case was read over, as a reply to some of the statements for the defence.

JOHN SMITH examined by Plaintiff—Did you speak with Capt. Paul and Mr. Poulter on Sunday as to whether the rice or cotton should be put into cargo-boats sent by the Agents, Messrs. Cornabé & Co.? I never spoke to them on this subject.—Did you tell Capt. Paul, the rice being wet was not worth saving? On the contrary. I told him it was worth saving. I also offered him \$1.50 for every bag of rice on board the wreck.—Did I prevent the junk from coming alongside the wreck? You did not prevent her.—Did you not see me heave a bow line to the junk? I saw you give the junk a rope.—Did I cut the lashings of a bale of cotton the dispute was about? I did not see you cut the lashings.—You were close enough to see if I had cut the lashings? I was.—Did you at this time tell Mr. Jennings that I was drunk? I did not speak to Mr. Jennings on this subject.—Did you hear me threaten to throw Mr. Jennings overboard at that time? No, I did not.—Did you hear me call any coolies to heave Mr. Jennings overboard? No, I did not.—Had I made use of such a threat were you in a position to hear it? Yes, I was.—Did you see any of my coolies at that time inside the cabin door? No, I did not.—Did you see the gunner with a rifle threaten to shoot anybody in the cabin passage at about six o'clock on Monday morning? No, I did not.

BULKLEY JOHN PRICE examined by Plaintiff—Where were you at about 6 a.m. on Monday? I was standing on the main deck of the *Annie Gray*, close to the after hatch.—Did you hear me order my coolies to throw

Mr. Jennings overboard, at that time? No, I did not.—Did you see any coolies come into the cabin passage for that purpose? No, I did not.—Were you in a position to have heard anything I might have said at this time? Yes, I was.—Did you see any coolies inside the passage and others around the cabin door at about that time on Monday morning? No, I did not.—Did you hear me, before my arrest, shouting to the coolies from the rail, and saying that the naval officers were drunk all night? I did not.

THOMAS HAYDEN was recalled and said that what Foster had said about him was untrue. This concluded all the evidence.

MR. RENNIE, in addressing the jury, said that they had now heard all the evidence, and he thought they would be pretty well satisfied that what Captain Paul and his other witnesses had stated was the true story, and that plaintiff and his witnesses could not be relied on. The first point he imagined they would consider was whether defendant had Captain More's request to remove plaintiff from the wreck, and that he had such authority there was not the least shadow of a doubt, for Captain More himself had distinctly stated that he appealed to defendant to remove the plaintiff. That was the gist of the whole case, and there was not the least doubt about it. There could be no greater difficulty with regard to the second point—it was equally clear. His friend had not represented the case as one of great hardship and injustice, but had simply gone into its legal merits. He was not going to dispute the law his friend had laid down. It was perfectly correct, and he was ready to admit that plaintiff was arrested and imprisoned, and that the only question to be decided was whether the circumstances of the case justified what he did. His (Mr. Rennie's) contention was that wherever there was an apprehension of a breach of the peace being committed, or a renewal of a breach of the peace likely to take place, any person was justified in carrying the offender to a magistrate to be dealt with. He referred to different cases on the point, and alluded at length to the power naval officers had in cases of wreck on the coasts of the United Kingdom, where they were entitled to take absolute charge of all wrecks with immunity, and although those powers were not extended to foreign waters, they were an excellent guide and ought to be duly considered, and especially so in the present case where there was no charge against the defendant that he had acted with any malicious or improper motive, but had only done what any other reasonable person would have done under the circumstances. He laid great stress on a decision by Lord Mansfield to the effect that when naval officers in distant waters honestly made a mistake, when they acted with no malicious motives and did what they thought best, great latitude should be allowed them; and in asking the jury to extend the same immunity to the defendant as he would have had in the waters of the United Kingdom, he thought they might safely conclude that his position was over and above that of a private individual, with duties imposed upon him by the Admiralty and the Merchant Shipping Act which made him a guardian of the seas, and a protector of life and property. The cases he had quoted justify a person in taking another into custody when a breach of the peace was apprehended, or a renewal of a breach contemplated, and here Captain Paul found the plaintiff obstructing the discharge of cargo, insolent and defiant, and what effectual steps could he have taken short of those he did take. They were eight or nine miles from Chefoo, no constables near; plaintiff was obstructing the salvage of the cargo and would not leave the ship, and Captain Paul, vested with the power of the master of the wreck, removed him in the *Mosquito*, without unnecessary rudeness or violence, to the nearest civil authority. Captain Paul could have done nothing more reasonable, and his conduct was more to be praised than condemned. He considered it was scarcely necessary for him to review the evidence at any length. In the main a great deal had been extracted from Mr. Lyell, which agreed very nearly with the evidence for the defence, and he imagined that if he did point out any discrepancies they would not produce the smallest effect on the jury. There

was only one point he would mention, and that was that Captain Paul appeared to have been mistaken in the time he was on the ship on the Monday morning before plaintiff was removed. Captain Paul had said the time was an hour and a half, whereas the witnesses for the defence stated it was only twenty minutes or half an hour, and some of Captain Paul's own witnesses gave a similar length of time. It was clear Captain Paul had been mistaken, but he did not consider it was material whether the time was half an hour, an hour, or two hours. There was ample time for plaintiff to defy the authority of Captain Paul; plaintiff made no appeal to Captain More, and he imagined the jury would have no difficulty in returning a verdict which would absolve Captain Paul from all blame. If even they did not do that and gave a verdict for the plaintiff with even nominal damages, it would be very unjust and likely to be productive of great injury to the preservation of property, for if officers of Her Majesty's ships were to be liable for the costs of harassing suits of this kind, it was to be presumed that they would be very unwilling to render assistance to wrecks and vessels in distress. There was not the least tittle of evidence that Captain Paul did not act strictly honestly in removing the plaintiff; he had no malicious motive or anything of that kind, but acted with perfect honesty and with the best intentions, and did all that a reasonable man would prudently do; and under these circumstances he hoped the jury would mark there sense of the expensive and vexatious suit he had been forced into by returning a verdict in his favour, and saying that the suit should never have been brought.

Mr. WAINSWRIGHT in the course of his address to the jury said he could not look at the case in the same way as his friend professed to do. Mr. Rennie had characterised it as a trumpety case. He did not think a case could be called trumpety when its object was to vindicate the character of an elderly man who had occupied a very respectable position for a number of years in a small place where he was peculiarly open to the observations of his neighbours, and where any charge made against him had peculiar force over his life, both socially and commercially. Plaintiff, whether rightly or wrongly, considered that he had been subjected to great indignity—a great and gross injustice—by being forcibly taken off a ship and marched in the custody of armed marines through the streets of the place where he resided to the Consulate, and there convicted of offences he hoped the verdict of the jury would show ought not to have been charged. He (Mr. Wainwright) had been twitted with having virtually abandoned the attempt to quash those convictions. As a matter of law, convictions by a magistrate could only be disturbed or a reversal obtained on two grounds—that the magistrate was technically wrong, or that the conviction was unsupported by the evidence. It was obvious that the second was the only ground on which these convictions could be quashed with any satisfaction to the plaintiff, his object being to get them set aside on the same evidence that was presented in the Court below. But plaintiff had told them that when he obtained a copy of the record of the evidence given against him, he found that it was both imperfect and inaccurate; and it would have taken a great deal of time, trouble, and expense to get it amended. As a matter of fact the petitions of appeal were entered before the present suit was instituted, but for the reason given plaintiff hesitated to press them forward, thinking his object would be obtained if he was successful in this suit in getting some redress against the man who was the prime mover in the affair. There was no doubt that when plaintiff first went on board the wreck of the *Annie Gray* he had good reason to suppose that she was a derelict and abandoned, and that he was entitled to look upon himself as an original salvor. And when Capt. More came to the vessel without his crew or coolies to do any work, it was still a question whether he had not abandoned the ship. No doubt plaintiff had some rights on the vessel, but not having the intricacies of the law at his fingers' ends he might not have enforced them altogether as he should have done. Then as to the contract for salvaging the cotton. The evidence was decidedly in favour of the plaintiff as to its terms; and it further went to prove that when the

naval officers interfered, plaintiff thought he was being unjustly treated, and believing he had certain rights he naturally thought they were not entitled to do what they were doing. He thought that the jury would agree with him, that the plaintiff's contract was for \$100 to save all the cotton, and that he considered he was rightfully on board the ship. He next pointed out that there was no evidence to show that plaintiff was ever told he was to work under the orders of the officers of the *Mosquito*, or that he was cognisant that the wreck had been placed under the care of that vessel. He then analysed the evidence on both sides most minutely, and contended that on every important point the probabilities were in favour of the story told by the plaintiff and his witnesses, and that if anybody was open to the charge of obstructing the discharge of the cotton it was the naval officers and not the plaintiff. With regard to the scene in the cabin, at six o'clock in the morning, spoken of only by Foster and Jennings and denied by the witnesses for the defence, he could not conceive how the jury could believe such a preposterous story. The scene was dramatic and the language almost scriptural, of course the coolies would understand it, and he felt himself justified in characterising it as utterly untrue—a gross fabrication got up by Foster and Jennings to enable them to have something to set against their own bad conduct. He pointed out numerous discrepancies between the evidence of Captain Paul and that of the other witnesses for the defence, and contended that they were so plentiful and flagrant as to show that he was a most unreliable witness both as regarded time and common statements of facts. It was almost unnecessary for him to mention the statement in his evidence which Mr. Rennie had admitted must have been a mistake, but could the jury fancy a high-spirited officer of the British navy calmly walking about the deck of a ship for an hour and a half with a civilian abusing and defying him. The absurdity of the thing spoke for itself. He alluded to contradictions in the evidence of Captain More and Jennings, and went on to argue that there was a preponderance of testimony in favour of the plaintiff being sober and not the aggressor in the instances where the discharge of the cargo was obstructed. He replied to the cases Mr. Rennie had cited, and denied that this was a case where leniency should be shown for fear Her Majesty's ships would be unwilling to render assistance in the preservation of property in distant seas, if officers were to be harassed with suits of this kind. The preservation of liberty was of greater importance than the preservation of property, and he maintained that the case was one of those in which a jury should interpose, and that the defendant should be made to smart for his rash conduct. A respectable and elderly man had suffered a gross indignity, he had been ill-treated and persecuted, and on the evidence he had produced he claimed the verdict of the jury and asked for substantial damages.

His LORDSHIP in summing up the case to the jury regretted that a great deal of the evidence had been presented to them in the very inconvenient form of written depositions, but it was unavoidable, owing to the absence of the witnesses from Shanghai. The main facts of the case, however, were fortunately few and not much disputed; and the Court and jury had been fortunate, moreover, in the able assistance they had received from the counsel engaged; he could only hope that his assistance would be of as much use as theirs had been. He did not think it necessary to go through the occurrences of the Sunday night, as they did not appear to him to have any very material bearing on the case, and he would come at once to the time the defendant went on the wreck on the Monday morning. The action was one of trespass for false imprisonment—that is to say, the plaintiff alleged that he had been restrained of his liberty by the defendant; and he claimed damages by way of compensation for the injury he had sustained in consequence of the defendant's wrongful act. It was not denied on behalf of the defendant that there had been an imprisonment of the plaintiff for a considerable time, viz. from the time that he was removed from the wreck, or compelled to quit the wreck, until he was handed over to the civil authorities at Chefoo. That was in one sense one continuous imprisonment, but His Lord-

ship thought it would be more convenient to separate it into three periods, because in his view of the law different rules applied to such separate stages, so to speak, of the imprisonment. The first was plaintiff's removal from the wreck; the second, his removal to and confinement on board the *Mosquito*; and the third, his being taken, still as a prisoner, through the streets of Chefoo to the Consulate. Now as to the first, what says the defendant by way of justification? for he is bound to prove to the jury's satisfaction the existence of facts which will amount to what His Lordship should tell them was a justification in law. In his plea he says that the master of the *Annie Gray* desired him to remove the plaintiff from the wreck, and this, if proved to the jury's satisfaction, was undoubtedly a sufficient justification. If Captain More had desired the plaintiff to quit the ship, plaintiff was bound to do so, and if he did not, Captain More might have used such force as was reasonably necessary to remove him; and if the defendant was authorised by Captain More to act to that extent for him, he could lawfully do all that Captain More could do. The only question, then, in this part of the case—and it was one for the jury—was, was the defendant authorised by Captain More to remove plaintiff from the ship? There was a little contradiction in the evidence on the point, but His Lordship thought there would be little difficulty in coming to a conclusion. On one side the defendant had sworn that he was applied to by Captain More to remove the plaintiff, and Captain More confirmed this, while the plaintiff's witnesses said they did not hear anything of the kind. His Lordship would make two observations which might aid the jury in coming to a conclusion on the point. The first was that they should not allow negative evidence to outweigh positive evidence, unless there was some reason for disbelieving the positive evidence; and the other was that they should look at the probabilities of the matter—was it not likely that Captain More, finding the plaintiff on board in the state in which he described him, would want him out of the ship? With these two observations he should leave them to answer the question he had put to them. If they answered it in the negative, there must be a verdict for the plaintiff for such damages as they considered him entitled to for the whole imprisonment; if in the affirmative, then there was no case against defendant for the first portion of the imprisonment. The second stage was plaintiff's conveyance from the wreck to the *Mosquito*. He had pointed out that defendant was co-extensive with Captain More—what Captain More could do defendant could do; but when defendant removed plaintiff from the wreck he exhausted all the authority Captain More gave him; consequently, there must be some other justification for this branch of the case, other than the authority of Captain More, who was done with the plaintiff when the latter was clear of the wreck. What was the justification set up by the defendant? It did not seem to be very clearly stated in the defendant's plea, but it had been argued on his behalf that the justification was, that a breach of the peace was apprehended. It was his duty to tell them that in recorded cases, it was laid down that if there were reasonable grounds to suppose that a breach of the peace was apprehended, or that there was likely to be a continuance, or a renewal of a breach of the peace, if there had been such breach at all, the breaker of the peace could be taken into custody. Therefore, in the present case, there must either have been a breach of the peace within a reasonable time and reasonable grounds to suppose there was likely to be a renewal or a continuance of it, if the breaker of the peace was not taken into custody. It was a question solely of fact for their consideration—whether there were reasonable grounds to fear a breach of the peace, or a renewal of a breach of the peace, if there had been a breach of the peace at all. If they believed the evidence of the plaintiff and his witnesses, there had been no actual breach of the peace, only a threat to throw the paymaster overboard, and no reasonable cause to apprehend that there would be a breach of the peace. If, on the other hand, they believed the defendant's story, it was reasonable to believe there would have been a breach of the peace in the cabin but for the energetic action of

the gunner in taking up a rifle, and so preventing the coolies seizing Jennings to throw him overboard, as was alleged to be their intention. But neither of these occurrences were in process at the time of plaintiff's removal from the wreck. The first he mentioned was said to have taken place between two and three o'clock in the morning, and the other about six o'clock—neither of them at the time plaintiff was removed. The alleged row in the cabin, at six o'clock, was the last dispute they had, and it was eight o'clock when plaintiff was taken away; therefore it was tolerably certain there was nothing at eight o'clock to cause any reasonable person to apprehend there would be a breach of the peace if the plaintiff was not removed on board the *Mosquito*. It was then tolerably plain that there was no reasonable grounds to apprehend a breach of the peace when plaintiff was removed. It was stated in the plea that he was violent and disorderly, but that was only a vague assertion and would not justify what was done—one person could not give another into custody because he was troublesome and cheeky. The second point then that the jury would have to decide was whether there were reasonable grounds for apprehending a breach of the peace, or a renewal of one if there had been one, unless the plaintiff was immediately, on his removal from the wreck, conveyed and detained on board the *Mosquito*. If they believed the plaintiff, no chance was given him to leave the wreck by any other means than as a prisoner in the *Mosquito*. Smith's boat was there, other boats were there also, and the Island close by where he might have been landed; and when a man was turned out of a ship by overwhelming force it was rather too much to say that he would return. However, the opportunity was not given him to return, and if they considered that there was no ground to fear a breach of the peace when he was taken to the *Mosquito*, they must find a verdict on the second point for the plaintiff, and award him such damages as they thought he was entitled to.—Now comes the third stage of the case—what took place at Chefoo. His Lordship did not think he ought to leave that point to the jury at all. When defendant arrived at Chefoo, it was clear there was no evidence of any apprehension of a breach of the peace, or a renewal of any such breach; and it seemed quite plain to him that on that part of the case there must be a verdict for the plaintiff.—The question of damages was entirely for the jury to decide, and he was not sorry that it was. They must give it their careful consideration, and try to decide equitably between the parties. If they found that plaintiff had obstructed the salvage of the cargo, and threatened to throw the paymaster overboard—charges on which he was convicted at Chefoo—he could hardly be considered a man entitled to substantial damages; and on the other side he would re-read to them the passage from the decision of Lord Mansfield referred to by Mr. Rennie. From what was thererested, they must look at the defendant's intention and motives in acting as he did, and if they found that his intentions were honest and his motives pure, that he was doing what he thought best under the circumstances, then what Lord Mansfield said about great latitude being alluded for a honest and unmalicious mistake would no doubt operate in their minds as to the amount of damage they awarded. With these observations he should leave the case in their hands, and give them in writing the two points on which their decision was required, namely—

I.—Was the defendant authorized by Captain More to remove the plaintiff from the wreck?

II.—Was there reasonable ground for apprehending a breach of the peace, or a renewal of one, if there had been one, unless the defendant was immediately, on his removal from the wreck, conveyed and detained on board the *Mosquito*?

He did not leave any question to them as to the plaintiff being taken in custody from the *Mosquito* to the Consulate, as in his opinion there was no evidence on which they could find that there was reasonable ground for their apprehending a breach of the peace or the renewal of one. On that portion of the case there must, therefore, be a verdict for the plaintiff.

The jury retired to consider their verdict, and after being absent about five minutes they

sent a note to His Lordship asking to be informed what amount of damages carried costs.

His LORDSHIP replied that they must give what damages they thought right without regard to the question of costs; the costs were in the discretion of the Court.

On the jury returning into Court they were asked by His Lordship what were their answers to the two questions put to them.

The FOREMAN replied—To No. 1, yes; to No. 2, no; damages Tls. 300.

Mr. WAINSWRIGHT applied for costs.

Mr. RENNIE had nothing to say against the application.

His LORDSHIP considered the verdict of the jury carried costs, and ordered accordingly.

CIVIL SUMMARY COURT.

Shanghai 30th Aug.

Before R. A. MOWAT, Esq.

C. EDEBROOK v. JAMES KIRK.

This was a claim for \$32—\$30 for damage to a carriage, and \$2 carriage hire.

Defendant denied his liability.

Plaintiff deposed that on the 4th of July, 1876, defendant hired one of his carriages for the day. When it was brought back it was damaged. Two days afterwards he saw the defendant, who told him he would pay for the damage when he returned from Hongkong. Defendant was an engineer on a coasting steamer, and was then running to Hongkong. When defendant came from Hongkong he said he was going to try to make the person who broke the carriage pay the damage, and he wrote a letter but obtained no answer. Defendant went to Hongkong again without settling the account, and did not return for seven or eight months. When he came back he was out of employment, and promised to pay plaintiff as soon as he obtained a situation. Defendant was now in the service of the China Merchants' Company; and the bill had been presented to him, but he refused to settle it offering only to pay \$7. When the bill was first presented to him, a fortnight after the occurrence, he did not object to the amount.

Defendant said he had paid for the hire of the carriage, and handed in a receipted bill for the amount. He denied that he promised to pay the full amount of the damage done, and explained that he had tried to find the gentleman who did the damage to the carriage but could not. He had told plaintiff he would pay a little of it, but not all, because it was not his fault that the carriage was damaged. He had told plaintiff he would pay \$7, and that, he thought, was a fair thing. He could not afford to pay \$30; besides plaintiff had volunteered to settle the matter for \$15.

Plaintiff maintained that defendant promised to pay the whole amount of the damage, and had not objected to \$30 until a short time ago. He had written defendant a chit to the effect that he would settle the claim for \$15.

Defendant persisted that he had only promised to pay for a portion of the damage done.

His HONOUR gave a verdict for the plaintiff for \$15 and the costs, and told plaintiff in future not to delay in bringing actions of the kind so long as he had done in this case; or when the parties admitted their liability, or promised to pay, to obtain the same in writing.

Aug. 31st.

JEANG SING v. GEORGE FORD.

Plaintiff claimed \$18 for work done.

Defendant denied his indebtedness.

Plaintiff had repaired a piano and two musical boxes for the defendant. He charged \$15 for what he did to the piano, and \$3 for the musical boxes.

Defendant contended that plaintiff gave a written undertaking to repair the piano so that it could be tuned to the satisfaction of Messrs Lane, Crawford and Co.'s tuner. Plaintiff had done the piano no good; it was just as bad now as it was before he touched it.

Plaintiff said he had put 18 new strings in the piano, and had otherwise repaired it properly.

Defendant said Lane and Crawford's tuner had seen it, and had expressed his belief that the block would give way if he tuned it.

The case was adjourned for the piano to be examined by the Usher of the Court, and for

Lane and Crawford's tuner to be communicated with.

LEE-CHEONG v. GEO. FORD.

This was a claim for \$24.65 for work done. Plaintiff had whitewashed and papered two rooms and done other things at the defendant's house, amounting in all to the amount claimed; and defendant refused to pay on the ground that the work was not done according to contract.

This case was also adjourned for the work to be examined by the Usher of the Court, and for the attendance of the person who made the contract.

POLICE COURT.

Shanghai, Aug. 30th.

Before R. A. MOWAT, Esq.

R. (POLICE) v. HENRY F. WARELY.

Drunkenness.

Prisoner is cook on board the barque *Avona*, and was charged with being drunk and incapable on the Woosung Road at 12 o'clock the previous night.

Cautioned, and ordered to pay the costs of the Court.

AH CHING v. C. S. EDGECOMBE.

Assault.

Defendant is chief officer of the steamer *Dragon*, and was summoned for assaulting Ah Ching, who was formerly a sailor on that vessel.

The evidence adduced was to the effect that on the 27th inst. complainant was discharged from the *Dragon* because he was useless. On the 29th he returned to the steamer and demanded payment of his wages from the boatswain. The latter told him to come at the end of the month and he would be paid. Complainant objected, and a row ensued between him and the boatswain. This was on the Old Dock, the *Dragon* being in dock at the time. Defendant interfered and took complainant on the steamer by his queue, and tied him near his cabin door until he sent for a policeman. A policeman could not be found, and defendant then liberated complainant on his promising to go quietly away.

Defendant acknowledged that he took hold of complainant's queue, and that he tied him up by it. This was all he did. He did not strike him, and complainant was no worse for what had happened.

His WORSHIP ordered defendant to pay the costs of the Court.

Defendant said he had done nothing and he should not pay; he would appeal.

His WORSHIP told him there was no appeal.

Defendant—Then I'll go to gaol. I won't pay anything because I have done nothing.

His WORSHIP—You are not the judge of that. You were right in parting the two men, but you were wrong in taking the complainant on board the steamer and tying him up as you did, and for the length of time you did.

Defendant protested that he had done nothing he should be made to pay for, and would go to gaol. He would not pay a cent.

His WORSHIP said they would see about that when the time came.

U. S. CONSULATE-GENERAL.

Shanghai, Sept. 4th.

Before O. B. BRADFORD, Esq., Vice-Consul-General.

UNITED STATES v. FRANKLIN P. RICHMOND.

Charges of Fraud.

Prisoner was arraigned on five charges of attempts to defraud. It will be remembered that he was apprehended about the middle of July, and that a few days afterwards he effected his escape from the U.S. Consulate gaol, for which offence he was sentenced to 42 days' imprisonment on bread and water diet. He now appeared attired in a stylish manner, and seemed to have improved in appearance on his prison food.

The COURT, addressing the prisoner, said there were five charges of attempting to defraud against him. The depositions of Mr. Reilly, of the Central Hotel, of Mr. Skeels of Messrs. Hall and Holtz, and of Fung-kee, a

Chinese tailor, had already been read over to him and had been placed in his hands; he was fully aware what the charges were against him, and did he plead guilty or not guilty?

Prisoner pleaded not guilty.

THOMAS HENRY SAYLE deposed—I hold the power of attorney from Mr. Robert Sayle of Messrs. Sayle & Co., tailors, drapers and outfitters, carrying on business in Shanghai. On July 14th prisoner came to our place of business and ordered one dozen shirts, half a dozen socks, half a dozen cuffs and a suit of clothes, for which we believe he has no means of paying. He made no representations to us. He ordered the goods to be sent to the Central Hotel. The shirts, socks, and cuffs were sent there. The suit of clothes we detained, because we heard that complaints had been made at this Consulate about his obtaining good in a similar way, and that there was no probability of his paying for them. We heard of these complaints two or three days after we supplied the goods. We made enquiries at the Central Hotel about him, and from the bad reports we received we concluded that he had no funds. We ascertained that there were other claims in the Consulate against him for obtaining goods and not paying for them. My reason for concluding that he had no funds was from the general reports I heard. Our bill was sent to the Central Hotel, through the com-pradore, and the reply we received was written on the envelope. It was that the gentleman had absconded. I came to this Consulate with other creditors. There were about half a dozen of us. We did not get back any of our goods.

By the prisoner—The testimony I have given is of my own knowledge, not from what I have heard.

F. E. REILLY, the manager of the Central Hotel, was next called.

The COURT read the deposition of the witness, taken on the 19th of July. It was as follows:—

"On the 13th day of July, or thereabouts, a man came to the Central Hotel, of which I am manager, and gave his name as F. P. Richmond. He represented that he had come from the Astor House, where the rooms did not suit him. He selected a room in the Central Hotel, and occupied it for 5½ days. On Tuesday evening I heard rumours to the effect that Richmond was a swindler, and that he had practised his game in Canton, where he was known by the name of Stewart, and that he had obtained goods in Canton under false pretences, and had not paid for them. A Mr. Isaacson in the Customs gave me the information. I found that Richmond had not been at the Astor House. He left the Central Hotel on Tuesday evening, and has not returned. He promised to pay me his bill at or before 10 p.m. on Tuesday evening, but he has not been near since, nor has he paid me. I find that Richmond is in Shanghai, and I ask that he be arrested and dealt with according to law. I believe that Richmond is an American citizen. I have heard from others that he has said he was an American citizen."

Mr. REILLY said the deposition is correct with the exception that prisoner told the clerk at the Hotel that he had been staying at the Astor House, and not me. The vouchers produced are for carriage hire, wine, cigars, and dinners to friends, the prisoner had been supplied with while he was staying at the Central. I presented his bill the night before he left the Hotel. He said he would pay me after dinner. He had not the money then, and was going out to get it from a friend. The bill was for \$50. He went out after dinner, saying he would return at 10 o'clock. He did not return at that hour, and has not been to the Hotel since. When he did not come back, I went to Messrs. Hall and Holtz and spoke about him there. I was then told about the bill he owed them. Afterwards a com-pradore order was presented at the Hotel for payment. It was signed by Mr. Richmond and drawn on the com-pradore of the Hotel. It was payable to Mr. Polite, the proprietor of the Hermitage at Siccawei. I refused payment because we had no money in hand belonging to Mr. Richmond, and never had. Two or three of us came down to the Consulate and entered a complaint. We afterwards went with the police to a foreign brothel. We obtained a warrant, and the result was that

we found Mr. Richmond in the house. We had to wait some time, and then he came out to us in the hall. I think he obtained what he did from the Central with an intent to defraud, because he has no visible means of paying for what he had; and besides he falsely represented that he had been staying at the Astor House. Moreover, his drawing an order on the com-pradore of the Hotel when he had no money in his hands, and never had, was a clear attempt at fraud. What I said about Canton in the deposition, I heard from Mr. Isaacson, but unfortunately he is not here to-day.

Prisoner had no questions to ask the witness.

CHARLES JAMES SHURY deposed—I am clerk at the Central Hotel. I had that position in July last. On the 12th of July Mr. Richmond called at the Hotel in the afternoon and asked for suitable apartments. He told me that he had just left the Astor House as his rooms there faced the enclosure and did not suit him. He wished to have a nice room in the Hotel, a front room if we had one vacant; and I showed him one of the best rooms. He said he had several friends who were officers in the United States navy, that he wished to give them an invitation to visit him, and he wanted a room in which he could entertain them at cards after dinner. He then saw Mr. Reilly and arranged with him for the room. He had the room several days—from the 12th to the 16th I think. I wrote two of the bills produced for him. One is for a trap and the other for a haussomette and pony.

By the prisoner—I clearly understood you to say that you had been occupying rooms at the Astor House, not that you had only been looking at rooms there.

Mr. H. J. SKERLS, partner in the firm of Messrs. Hall and Holtz, was next called, and the following deposition, made on the 19th July, was read over to him by the Court:—

"A few days since a man came to my place of business and purchased several articles of wearing apparel, and asked to have them sent to the Central Hotel where he was going to stay for about a fortnight, and that he was on his way to America. He gave his name as F. P. Richmond. I have taken him to be an American from his manner, and I have also heard that he is an American. On Tuesday morning I heard some rumours that Richmond was a swindler, and he being in my place of business, trying on more clothes, I spoke to him about his account, and suggested that it should be sent in to him for payment the following morning. To this he agreed, and the account was sent to the Central Hotel. In the meantime I had heard from Mr. Reilly, manager of the Hotel, that Richmond had decamped during the night, and had not paid his hotel bill. I have reason to believe that the accused is a swindler, and I ask that he be arrested and dealt with according to law. I have heard that Richmond is still in Shanghai. He has not paid my bill, but retains most of the articles purchased."

Witness said he confirmed the deposition in every respect, and would like to add that it was the same day the prisoner went to the Central Hotel that he ordered the goods at their store. Prisoner had no luggage when he went to the Central, and he came to their store and ordered luggage. The bill was presented at the Central the morning after prisoner absconded. It was still unpaid, and he had every reason to believe that the prisoner intended to defraud them.

Prisoner did not question the witness, saying it was all true that he had said.

ADOLPHUS GRONER deposed—I am manager for Mr. George Polite. I was out at Siccawei when I saw the prisoner sign a chit for refreshments. I believe it is the one now produced. It is signed F. P. Richmond, and is to the effect that the com-pradore of the Central Hotel is to pay \$7.75 to the bearer. It was presented at the Central Hotel the next day, but was not paid. It was returned, and written on the envelope was "absconded, no funds in hands." The prisoner, when he signed the chit, said that it would be paid when taken to the Central Hotel. I think the chit was given with the intent to defraud us.

By the prisoner—I did not hear you say the chit would be paid at the Central, but you told Mrs. Polite so.

D. C. JANSSEN deposed that he was manager of the Astor House. The prisoner had not occupied rooms there, nor had he ever seen him in the house.

FUNG-KEE, a native tailor, confirmed the following deposition taken on the 20th July:—

"A few days ago, (perhaps three weeks) a man came to my shop and said he had come from Hongkong, and that it was hot weather and he wanted some thin clothes. He ordered two suits of white drilling clothes, and one suit of satin jean clothes. I made the clothes, and the man took them. He said his name was F. P. Richmond, and that he stopped at the Temperance Hall, and was soon going to get some employment. He said he had money. He told me to send my bill to the Temperance Hall. I took it, and he said he had no time, and asked me to come in a few days. I went again, and was again put off. I went again and Richmond told me I had come too late. I think he wanted to cheat me. He has the clothes. I hear he ran away. He owes me ten dollars. I now understand he is in the Consular jail."

LUNG-CHE, the com-pradore at the Central Hotel, proved that he had never had any money in his possession belonging to the prisoner.

This concluded the evidence on behalf of the prosecution.

The COURT then read over to the prisoner the statement he made at the preliminary examination, which appeared in our columns at the time. It was simply an admission that he had done what had been described by the witnesses, with an assertion that he was expecting money from home.

Prisoner had nothing now to add, nor any witnesses to call.

The COURT found the prisoner guilty and said that in view of the 42 days imprisonment on bread on water he had undergone for an act consequent upon those of which he was now found guilty, he thought the ends of justice would be satisfied by his sentencing him to sixty days' imprisonment with hard labour and ordered accordingly.

PRISONER said that he was physically unfit for hard labour.

The COURT replied that his state of health would be determined by the Doctor, and that if he certified that he was unfit to perform hard labour it would not be pressed upon him.

Extracts.

THE REBELLION IN JAPAN.

The papers contain news of much desultory fighting between the Imperialists and broken bands of insurgents; but these are evidently no longer in any considerable force. The *Rising Sun* says—The rebels are besieged in a very mountainous district known as Kisino and surrounded as they are by a double line of Government troops, the end of the rebellion cannot be far off. Severe fighting took place on the 28th ultimo, and it would seem that the rebels are badly off for ammunition as they are using for bullets iron bolts in pieces, and covered with oiled paper; these they expend very sparingly and only when there is a probability of their shots proving effective.

The *Cosmopolitan Press* says the insurgents crossed Yenedake on the 21st and made sallies from Mitai and Mamihara, and on the 25th the Imperialists discovered them in the neighbourhood of Mitai, and they are now engaged in attacking them.—300 insurgents divided into two bands, one fled to Mitai, the other to Mamihara, but as all the strongholds are well guarded, there is no cause for anxiety.—1820 insurgents capitulated at Awai on or about the 14th. They were sent at once to the Police office at Miako-no-jo.—About 1000 insurgents surrendered on the 16th to Generals Nodzu and Miyoshi. Among them was a certain Kabayama an officer of the rebels who was taken with a woman with whom he was sleeping.—The rebels who had attacked Mitai were routed by the Imperialists on the hills in the vicinity of that place. Kirino was seen among them.—All this looks like the extinction of the scattered embers of the force.

The *Gazette* says a telegram from Osaka was received in Tokio at noon on the 21st ult., stating that Major-General Yamagata had fought a severe battle against picked insurgent

troops, commanded by Saigo, Kirino and other distinguished Generals, on the 19th. The rebels succeeded in cutting their way through the Imperial lines, and then marched westward. Some divisions of Imperial troops were despatched after them. After the storming of Nobeoka, about 10,000 insurgents surrendered.—Another telegram, forwarded on the same date as the above, announces that Saigo and Kirino marched to Mitami at the head of 300 picked infantry and 50 horsemen. On the 19th they suddenly appeared at Miyagasaki, and ultimately encountered the Imperial forces at Horikawa. It is said that great vigilance has to be exercised, as it is not known where the insurgents will next appear.

THE HINDUS AND CHINESE COMPARED. (Englishman.)

The mental and moral superiority of the Hindu, and especially the Bengali Hindu, has been so clearly established when he is compared with the mere European, that it is interesting to observe his pre-eminence amongst Asiatic peoples also. As might be expected from the whole history of progress, he meets a more dangerous rival in the Japanese or Chinaman than in the Englishman or Frank, the East always excelling the backward West in civilization and advancement. To go no further than the Celestial Empire, it will be found that the materials of a most striking comparison exist in abundance, and that the orators of the Town Hall will be unjust to their country if they fail to claim intellectual submission from the lands towards the rising as well as the setting sun.

The agricultural skill of the Chinaman has passed into a proverb. The smiling gardens and terraced parks, where art and nature blend in one scene of loveliness, have indeed long been the admiration of every Eastern traveller; but the tangled undergrowth of jungle, with its weeds and odours, that surrounds a Hindu's home has a richer and wilder beauty. The carefully drained and irrigated farm of a Chinese homestead may have certain claims to notice; but the Hindu's disregard of improvement has its real explanation in that deep reliance on Providence which is such a noble characteristic of his religious feeling. It is true that the Chinese excel in nearly all the arts, from bootmaking to an imitable delicacy of carving; but these are mere works of handicraft. How can they compare with those dearest productions of the human mind, the Hindu law of inheritance or adoption? The European merchant pierced into China and gave to the world its most soothing beverage. The Chinaman quietly drives out the intruder by excelling him in his own field of labour; and the tea trade, with its enormous profits, is the guardian of the children of the soil. Indeed, the British Consul at Canton but lately reported that the import trade also "in foreign goods and produce has passed, with few exceptions, entirely into the hands of the Chinese, and some idea may thus be formed of the importance of the commercial revolution which time and circumstances have effected." But well taught by English commercial ideas the educated Hindu knows that this is the result of pure barbaric exclusiveness, and contemptuously permits any one to exploit such unclean lucre as the trade of his country. What! spend our capital, our accumulated rents, on growing tea and cotton? What would the natch girls say, and what would become of our pet civil suit? No; China may have merchant princes, but, at most, they are but a degraded caste of Sháhás. No; our Bráhmín and Káyasth youth will be pettifogging attorneys and peculating clerks, grasping pleaders and High Court Judges.

Shall we continue the comparison? Where in India does such folly live as China has just come from perpetrating? The foreigner came and made a railway. The Chinaman saw it was good, and bought it and worked it. Whilst there is Chinese engineering ability, why indent on interlopers? An English traveller is murdered in the wild western districts, and as atonement the Yangtze is perforce opened to an English steamer line. The Chinaman, however, knows that European cupidity has little regard for affairs of State, and quickly purchasing the new ships, by means of his commercial activity defeats the pseudo-political intrusion. The China Coast Steam Navigation Company plies along her seaboard; but Chinese capital again steps in,

and western labour has a second time subverted the imperial growth of a people determined at all hazards to be commercially free. But China's schemes of trade development do not end here. She even attacks her old spoilers in their own home. The present embassy to England is more commercial than political, and a few years will see be-pigtailed grocers vending their tea, and almond-eyed mercers measuring their silk, not only in London and Paris, but in every country town of the continent. The day may even come when yellow-skinned navvies will ply pick and spade on the railroads of Europe, as well as of America, whilst conservative and beggared Hindustán pores over Bain and Herbert Spencer.

TELEGRAMS.

London, 26th August.

Latest advices state that Mehemet Pasha has been attacked at Eski-djuma by fourteen battalions of Russian troops, whom he succeeded in repulsing.

In the Schipka Pass the Russians still maintain their ground.

27th August.

An official Russian despatch admits the repulse by Mehemet Pasha at Eski-djuma.

According to a despatch from Constantinople dated 26th instant, Suleiman Pasha has captured the Schipka Pass from the Russians.

Ahmed Muhktar Pasha has telegraphed the news that he has gained a brilliant victory over the Russians on the heights of Kazil Tepe: he attacked the enemy and after severe fighting routed them.

The Russian loss is estimated at 4,000 men; that of the Turks is declared to be only 1,200.

28th August.

The Servian Government has resolved to co-operate militarily with Russia in Bulgaria. The news of the capture of the Schipka Pass has not yet been confirmed.

There is nothing fresh from Asiatic Turkey.

29th August.

Sir Stafford Northcote has stated that England will observe neutrality until friendly intervention is possible in order to put an end to the war.

Clippings.

The *Topaze*, 28, screw frigate, has been commissioned by Captain C. J. Rowley to replace the *Iron Duke* as coastguard ship at Kingstown, the officers and crew being transferred to that ship. The *Iron Duke* will proceed to Birkenhead to be fitted with new boilers by Messrs. Laird, and will be refitted for service as flag-ship in China, replacing the *Audacious*.—*L & C. Express*.

Mr. Rathbone, M.P., has given notice to ask the Postmaster-General whether, as in the case of other subsidised lines, notice will be given to the Peninsular and Oriental and the Royal Mail Steamship companies to terminate the present contracts as soon as they legally can be terminated; and whether assurance can be given that ample notice and opportunity will be given to enable all in a position to tender for the services now performed by those companies to do so.—*Ibid*.

It is with regret we hear of an accident to the Eastern and Australian Mail Company's steamer *Normanby*, due here on the 29th instant (yesterday). From the telegrams received by Messrs. Gibb, Livingston & Co., the agents here, it appears the *Normanby* struck on some unknown shoal of rock in the vicinity of Port Bowen. She was beached on No. 2 Island of the Percy Group, some fifty miles north of the place where the accident occurred. The agents here have received no intelligence of any transfer of mails having been made.—*Daily Press*.

A rather remarkable instance of the survival of a portion of a shipwrecked crew has been reported to us from Cape Idsu. A junk, manned by six men, was wrecked off there during the typhoon on the 26th ult. Three of the men were drowned at the time, but the

captain, another man, and a boy of fifteen years old, got hold of a portion of the floating wreck. This took place at 1 a.m. on the 27th, and they floated about in this miserable condition until noon on the 30th, when the survivors were rescued by a fishing boat. The sailor had however died on the afternoon of the preceding day, and it was simply to the courage of the boy that the captain owes his life, as the boy encouraged him and kept up his spirits throughout, and when the sailor died, he not only secured the captain to the wreck, but also the other man's body, so that it might be taken on shore and buried. On their arrival at Idzu everything was done for them that was possible. The legs and lower portion of the captain's body were very much swollen by their exposure in salt water for so long a period, but the boy seemed little the worse for his prolonged journey. Both are now doing well.—*Japan Herald*.

The *Straits Times* is evidently no admirer of Mr. Hennessy. Our contemporary, who appears to gloat over the criticism that has been so lavishly bestowed on His Excellency lately, has by some means got hold of a garbled account of the circumstance that on landing Mr. Hennessy kissed the ring of the Roman Catholic Bishop. "His first act on landing," says our contemporary, "was to walk, ostentatiously and without noticing anybody else, up to the Roman Catholic Bishop of Hong-kong, and kneel down before him for his blessing—an act of gross impropriety, landing as he did officially as Her Protestant Majesty's Representative." This is a striking instance of the way reports grow in circulation. The only wonder is that by the time the account of the proceeding reached Singapore its interest had not been enhanced by the addition of a few liberal sprinklings of holy water, the solemn waving of censers, and a grand and impressive procession of priests and nuns, chanting the *Te Deum*. Our contemporary, then, will be glad to learn that His Excellency did not walk "ostentatiously, without noticing anybody else," up to the Roman Catholic Bishop, simply because Bishop Raimondi stood at the top of the steps, and that Mr. Hennessy walked at all, immediately after mounting them, it must have been over the body of the reverend gentleman in question. There was no kneeling, and consequently, we presume, no blessing, but there was a kissing of the Bishop's ring. We trust, however, that neither the ring nor Mr. Hennessy was any the worse for the encounter.—*China Mail*.

The Chinese Envoys still continue to visit the various public institutions of interest. On the 3rd July they went to the Greenwich Observatory, and were taken over the building, the various instruments, &c. being explained to them. They were shown the calculations made in connection with the Transit of Venus, which extend to twelve millions of figures, and have been kept up by over a dozen people since the last occurrence of that event. They will probably be completed in about a year. After seeing the Observatory they were present at the annual dinner of the chairman and directors of the Oriental Bank. The chair was occupied by Mr. Arbuthnot, on whose right was H.E. Kwo, and the vice-chair by Sir W. Baines, who had the Second Minister on his right. Sir Thomas Wade was on the left of the chairman, and Sir Rutherford Alcock on that of the vice-chairman, and Sir Henry Barclay was among those present. The Chairman proposed the health of the Envoys, expressing his satisfaction at two high Chinese officials being amongst them. The Envoys have visited the Dukes of Devonshire and Sutherland and Mrs. Loftus Otway, and were present at one of the State concerts at Buckingham Palace. They have also paid a visit to the School of Mines in Jermyn-street, over which they were shown by Professor Warrington Smyth. At their recent visit to Ipswich the reception which was given to them by the people generally could not fail to have impressed them. One incident is particularly worthy of note, that of a grey-headed old man running after the carriage in order to shake hands with H.E. Kwo. The little children also showed noticeable enthusiasm, cheering them and giving other demonstrations of pleasure.—*L. & C. Express*.

COMMERCIAL INTELLIGENCE.

SHANGHAI, 7TH SEPTEMBER, 1877.

ARRIVAL.—The s.s. *Gleneagles* from London.

PIECE GOODS.—Experience has been of a somewhat mixed or varied character since this day week, but, on the whole, the leaning has been towards improvement, inasmuch as there has been more life in the market, and the articles which proved attractive have realised better values.

The holders of *Grey* and *White Shirtings* and *T-Cloths* have not been able to glean much encouragement from the daily doings, but "hope springs perennial," and there are amongst them some who see hovering around, or who affect the vision of that Autumnal demand, which in bygone years was expected to do so much, and which in reality did so little towards ameliorating the condition of the foreign importer. Possessors of *Drills*, *Jeans*, *Figured Orleans*, and *Long Ells* have, however, been cheered by more substantial or less shadowy favors. These articles have been active request, and the market for them closes firmly.

Grey Shirtings.—One little lot of 6-lbs., under a special order, has brought Tl. 1.00 per piece to the seller, as against Tl. 0.99 at auction last Monday.

7-lbs. have been in some request at from Tl. 1.00 up to Tls. 1.06 per piece, but the entire business does not exceed 8,000 pieces.

8½-lbs.—This market has been exceedingly quiet, and great irregularity in price is still its prevailing characteristic. Dewhurst's *Eagle X.X.*, and ordinary, is worth as before, Tls. 1.88 and Tls. 1.86, and their *Manx* chop has fetched Tls. 1.75, but the value of *Red Pheasant* has been fixed by re-sale at Tls. 1.59 per piece, while the *Windmill*—Siltzer's—is no longer moveable at Tls. 1.73, and *Pillar* is not in favor at the last selling quotations. The C.P.H. *Lion*, of every color, has been sold on easier terms all round, at auction, but a small lot of the *Red Lion* has been settled for CHEFOO at Tls. 1.55½ per piece. Common qualities have been constantly asked for, but only at old rates, or very little better, at which there are no sellers to be met with.

9½ and 10-lbs.—No business in heavy goods reported.

White Shirtings.—Privately this article has not been wanted, and, what is worse, the trade are said to have lost upon their late auction purchases of ordinary 64-reeds.

T-Cloths.—The market has been scarcely so lifeless during the past week, but that is the best that can be said of it to-day. A few fair make 6-lbs. have been settled at Tl. 0.79 a 0.80 per piece, and some Mexican 7-lbs. have found buyers at Tls. 1.07 a 1.10 per piece for ordinary, Tls. 1.38 for Dewhurst's M.T. and Tls. 1.40 for *Gold Dragon*. The 8-lbs. 36 inch. *T-Cloth* has been marketable in small lots at Tls. 1.41 a 1.42 for fair ordinary chop.

Drills.—For *Dutch* and *English* 14-lbs. demand has been lively, and the unsold stocks of both are now almost exhausted. Yet it has been no easy matter to raise prices upon buyers, who, at the close, are still struggling against the enhanced notions of holders. Of *Dutch*, Geldermann's *Dragon* has been sold for Tls. 2.30 per piece, but Tls. 1.84 is the highest point touched by good ordinary 14-lbs. *English*, while the bulk of the business in the latter has been done at Tls. 1.81 a 1.82½ per piece. Levita's *Dragon* has commanded Tls. 2.00 per piece. An enquiry has prevailed also for 15lbs., but although these are offered to the trade at Tls. 1.90 for fair ordinary, the only business booked thus far at that figure consists of a parcel of the *blue 3 man*. *American Drills* have been dealt in chiefly at auction. Private sales, which have been trifling—retail, so to speak—give Tls. 2.90 for M.M.D., and Tls. 2.85 for *Cock*. Sales of *English* and *Dutch* estimated at 20,000 pieces.

Jeans—*American*, auctioned, particulars below. *English* makes have been in good request, and the latest prices show an improvement of 2 cents. per piece upon those ruling at the beginning of the week. About 6,000 pieces are reported sold.

Sheetings.—In *English* the sales—if any—have not been allowed to transpire. *American Sheetings*, damaged, have brought good prices at auction.

Fancy Cottons.—*Velvets* 22 in. and *Velveteens* 18 in. have maintained the values of last week, viz., Tls. 0.15½ a 0.15.7 per yard for the former, and Tls. 0.12 per yard for the latter. Buyers have endeavoured to lower these currencies, and hence a smaller business, perhaps, than there would otherwise have been. *Dyed Brocades* have been mentioned once or twice, but *Turkey Reds* have gone out of favor again, by reason, probably, of the quantity disposed of last Tuesday afternoon at auction. *Handkerchiefs*.—Importers have found difficulty in placing any, but some 28 inch *Blue*, in second hand, have been sold at Tls. 0.46½ per doz. Of *Chintzes* the only transactions recorded comprise 1,200 pieces 26 yard *Imitation Cashmeres* at Tls. 2.05, and 900 pieces *Blue Chintzes* at Tls. 1.18 per piece. *Cotton Yarn*, 26 bales, Dewhurst's *Eagle* chop, No. 30, have changed ownership at Tls. 78 per bale. The lot is bought by a Chefoo dealer.

Woollens.—*Long Ells*—after a momentary lull, have been in fair request again, and the market closes with firm holders at quotations. Sales have taken place at Tls. 6.35 per piece nett for V Scarlet; and Tls. 6.50 per piece nett and latterly Tls. 6.55 per piece less ½ per cent. for U.U. There have been re-sales of C.P.H. Scarlet out off last Tuesday's auctioned cargo at Tls. 6.70 per piece. *Figured Orleans*—Of these between 8,000 and 10,000 pieces, chiefly H.D.B. goods, have changed hands at prices ranging from Tls. 3.10 a 3.35 per piece. The market for *Camlets*, *Spanish Stripes*, *Broadoths* and *Longings* has been quiet throughout, but none of them excepting the last named, can be quoted lower in value. The business noted in them is on a very limited scale.

O. P. H.			Scarlet.	Dark Blue.	Gentian.	Green.	Orange.	Ash.	White.	Purple.	Black.	Brown.	
Camlets, Retail prices	per piece...Tls.		13.3.5	12.2.0	12.7.0	11.4.5	13.3.5	...	...	12.5.0	11.5.0	...	
Long Ells,	" " " " " "		6.7.0	7.0.0	6.4.5	7.2.0	7.4.0	...	...	7.8.0	7.5.0	...	
Spanish Stripes,	" " " " " "		0.5.4	0.5.1	0.5.2	0.5.7	0.5.5	0.5.9	0.5.9	0.6.0	0.6.0	0.5.4	
FUR-SING, Auction 3rd instant.	Scarlet.	Dk. Blue.	Gentian.	Green.	Orange.	Ash.	White	Purple.	Black.	Brown	Mauve.	Lt. Gt.	Sales.
Camlets C.P.H. p. pec. ₹	.....	12.20	12.65	.....	.....	...	...	12.52½	.....	.....	.....	.....	For
Long Ells " " " "	.....	.....	6.45/45½	.....	.....	...	...	.....	.....	.....	.....	.....	200
VAN-LOONG, Spanish Stripes p. yd. ₹	.....	.....	0.47/47½	.....	.....	...	...	.....	.....	.....	.....	.....	12
KIN-MING, 4th instant.													
Camlets C.P.H. p. pec. ₹	13.37½/35	12.20	12.72½/70	.....	13.35/32½	...	...	.....	.....	.....	.....	.....	500
Long Ells " " " "	6.67/6.72	.....	.....	.....	.....	...	...	.....	.....	.....	.....	.....	260
Lasting Lion " " " "	.....	.....	10.87½	.....	.....	...	...	.....	11.17½/20	.....	.....	.....	} 240
" Elephant " " " "	.....	.....	.....	.....	.....	...	...	.....	10.10/15	.....	.....	10.82½	
" Eagle " " " "	.....	.....	.....	.....	.....	...	...	.....	9.10/20	.....	.....	9.97½	
YUEN-FONG, 5th inst.													
Camlets S.S.G. p. pec. ₹	12.75/77½	11.20/17½	12.55/50	11.52½	13.27½/32½	...	...	12.50	11.17½/15	.....	13.70	.....	600
Sp. Stripes T.T.B. p. yd. "	0.56	0.56½/57	0.52½/52½	0.58	0.57	0.60	0.60	0.58	0.60	.....	.....	.....	252
MISCELLANEOUS.													
Camlets L.L.L. p. pec. ₹	.....	.....	.....	.....	12.00/02½	...	...	.....	.....	.....	.....	.....	20

AUCTION SALES OF COTTON GOODS.—

"*Tah Sing*,"—3rd instant—

GREY SHIRTINGS—8½-lbs. *Red Lion*, 1,000 pieces, at Tls. 1.55 per piece. JEANS—8-lbs. *Green Peacock*, 500 pieces, at Tls. 1.30½ per piece. VELVETS—22-inch *Black Lie Woman*, 175 pieces, at Tl. 0.15.7 per yard. HANDKERCHIEFS—23-inch, 1,000 dozens, at Tl. 0.46½ per dozen. YARN—No. 28, *Red Pheasant*, 5 bales, at Tls. 67.75 per bale.

"*Van Loong*,"—

GREY SHIRTINGS—6-lbs. *Lie Eagle*, 500 pieces, at Tl. 0.99 per piece. DRILLS—14-lbs. *Dragon*, 2,000 pieces, at Tls. 1.78 a 1.78½ per piece. JEANS—8-lbs. *Peacock*, 1,000 pieces, at Tls. 1.30 for *Common*, Tls. 1.37½ for *Best*. IRISHES—*Woman Chop*, 100 pieces, at Tls. 2.66 a 2.67½ per piece. VELVETS—22-inch *Black Lie Woman*, 120 pieces, at Tl. 0.15.4½ per yard.

"*Kin Ming*,"—4th instant—

GREY SHIRTINGS—8½-lbs., 10,250 pieces, at Tls. 1.35 a 1.35½ for *Green Lion*, Tls. 1.44 a 1.43½ for *Blue Lion*, Tls. 1.54½ a 1.55½ for *Red Lion*, Tls. 1.57½ a 1.57½ for *Green Ram*, Tls. 1.66 for *Red Eagle*, Tls. 1.74½ for *Red Ram*, and 7-lbs. *Blue Lion*, 800 pieces, at Tls. 1.18½ per piece. T-CLOTHS—7-lbs., 2,450 pieces, at Tls. 1.05½ for *Green Ram*, Tls. 1.06 for *Green Eagle*, Tls. 1.27 for *Red Eagle*, Tls. 1.30½ a 1.30 for *Rising Sun*. JEANS—8-lbs. *Green Peacock*, 850 pieces, at Tls. 1.30½ a 1.30½ per piece.

"Yuen Fong."—6th instant—

GREY SHIRTINGS—8½-lbs. House, 1,000 pieces, at Tls. 1.25½ per piece.

MISCELLANEOUS—

SHEETINGS—American (sea damaged), 2,700 pieces, at Tls. 2.90 a 2.70 for Flying Horse, Tls. 2.78 a 2.76½ for Cock, Tls. 2.92½ a 2.94 for Lion. DRILLS—Cock Chop, 2,670 pieces, at Tls. 2.79½ a 2.46 per piece. JEANS—P.M.C.J., 2,320 pieces, at 2.27 a 2.30 per piece; and CONTINENTALS—10-lbs. Flying Horse, 2,580 pieces, at Tls. 1.87 a 1.86 per piece. IRISHES—Red Dragon, 250 pieces, at Tls. 2.23 per piece. TURKEY RED CAMBRICS—Fisherman, 1,200 pieces, at Tls. 1.60½ a 1.59½ for 2½-lbs., Tls. 1.64 a 1.63½ for 2½-lbs., Tls. 1.65 for 2½-lbs. Lizard Chop 2½-lbs., 197 pieces, at Tls. 1.41 per piece, and Fents, Bull Head and Sun chop, 1,100 pieces, at 1.23 a 1.48, sundry weights. WHITE SHIRTINGS—64-reed Joss Chop, 2,000 pieces, at Tls. 1.49½ a 1.49 per piece. T-CLOTHS—8-lbs. Double Fish, 1,000 pieces, at Tls. 1.51½ a 1.52½ per piece. GREY SHIRTINGS—6-lbs. Standard Bearer, 1,500 pieces, at Tl. 0.99½ per piece. VELVETS—22-inch Black True Woman, 270 pieces, at Tl. 0.18 a 0.17.9½ per yard.

QUOTATIONS—DUTY PAID.				QUOTATIONS—DUTY PAID.			
DUTY.*				DUTY.*			
G. E. GREY SHIRTINGS—				LASTINGS, 30 yds.....			
6-lbs. 39 in. 38½ yds.....	pc.	T.m.c.	T.m.c.		pc.	T.m.c.	T.m.c.
7-lbs.		0.9.3	1.0.2	CRAPPE LASTINGS, 30 yds. nm.		3.7.0	8.0.0
Dewhurst's Eagle		0.9.8	1.2.2	CRAPPE LUSTRES		3.0.0	3.5.0
8½ @ 8½ lbs.		1.3.1	1.1.0	PLAIN—Do. Black		3.0.0	3.9.0
D. Eagle X.X.		1.1.0	1.8.6	ORLEANS—Fig., 30 yds.		2.5.0	3.3.5
9 a 9½-lbs.		1.8.8	2.1.5	Special Colors & Patterns		3.5.0	.....
9½ a 10-lbs.		1.8.0	2.3.5				
Dewhurst's, Best		1.9.4	2.6.3				
		2.3.5	2.6.3				
G. E. WHITE SHIRTINGS—				Metals and Sundries.			
40 yds. 36 in. 56 R. nom. v. pa.		1.3.0	1.4.5	QUICKSILVER	nom. pr pol.	54.0.0	56.0.0
60 reed		1.3.5	1.5.0	TIN PLATES—14 x 10...pr box.		4.0.5	4.1.0
64		1.4.8	1.7.0	Small		4.0.0	.....
64 .. Best & 66 Reed ..		1.8.0	2.0.0	IRON WIRE—No. 11.....pr pol.		4.5.0	.....
66 @ 80 reed.....		1.9.5	2.3.0	12/16.....		5.0.0	.....
Best.....		2.2.5	2.8.0	17/23.....		5.7.5	.....
DRILLS, Am. 40 yd 30 in 15 lb. nom.		2.7.5	2.9.7	STRAITS TIN, Fong Hing.		17.0.0	.....
English, .. 14 a 15-lbs.....		1.7.5	2.2.0	Fok Chok.		16.4.0	.....
Do. Fine to Finest		2.4.0	2.6.0	Common chops.		13.0.0	16.0.0
Dutch, 13 a 14½-lbs.....		2.1.0	2.2.5	STEEL	pr tub.	3.6.0	.....
JEANS, Dh., Best, 30 yd. 30 in. 8½ lbs.		2.0.0	2.1.0	Bamboo	pr pol.	3.6.5	.....
English .. 8 a 8½ lbs.....		1.3.0	1.9.5	JAPAN COPPER, Finger.....		.....	.....
American		1.7.0	2.3.5	Slab, best.		18.0.0	.....
				Ore		17.0.0	.....
SHEETINGS—				HOOP IRON		2.6.5	2.7.0
Amr., 40 yds. 36 a 38 in. 15 lbs.		2.9.0	3.1.0	FIG IRON.....	pr ton.	18.0.0	20.0.0
Eng. 14 a 16 lbs.		2.3.0	2.4.5	NAILROD IRON—			
T-CLOTHS—	nom.			Dawes' Best	pr pol.	2.2.5	2.3.0
6-lbs. 24 yds. 32 in. Ord....	pc.	0.7.6	0.9.2	H. Rogers, Sons & Co.		2.2.5	.....
7-lbs. 24 yds. 32 in. Ord....		0.9.0	1.0.4	Belgian		1.6.5	1.7.5
6-lbs. Mex. ....		.....	.....	M. M. Crown.....		2.0.5	2.1.5
7-lbs.		1.0.7	1.5.5	Bar—Dawes		2.3.5	.....
8 to 8½-lbs.		1.4.0	1.7.0	Round		2.3.0	2.3.5
Better kinds and XX		1.7.0	1.9.5	LEAD—L B.....	nom.	5.5.0	.....
HANDKERCHIEFS—				Common Brands ..		5.4.0	.....
Blue 28 a 31 in.	dz.	0.4.2	0.5.8	COTTON, Common, nom..		10.2.0	10.5.0
Brown.....		0.4.0	0.4.2	Medium		10.8.0	11.0.0
SPOTTED SHIRTINGS, White	pc.	1.8.0	1.9.5	Best		11.2.0	11.6.0
Dyed.....		2.2.0	2.3.0	SUGAR—			
BROCADES—White, 40 yds.		1.9.0	2.0.0	White, Swatow, No. 1 ..		5.8.0	6.0.0
Dyed.....		2.6.0	2.8.5	" 2 ..		5.0.0	5.6.0
DAMASKS, Dyed, 40 yds ...		3.6.0	4.5.0	" 3 ..		4.4.0	5.0.0
GENTIAN SHIRTINGS		2.0.0	2.5.0	Canton, ... 1 ..		4.8.0	5.4.0
CHINTZ—Assorted ..nom.		1.2.0	1.4.0	" 2 ..		4.2.0	4.6.0
Blue		1.1.5	1.2.5	" 3 ..		3.5.0	4.0.0
Brown		1.2.0	1.3.0	Brown, Swatow, Best ..		2.5.0	3.0.0
Scarlet		1.4.0	1.6.5	Common		2.0.0	2.5.0
PRINTED TWILLS—24/25 yds.		1.4.0	2.2.0	" Canton		2.5.0	3.0.0
50/52		3.6.0	4.2.0	" Common		1.6.0	2.0.0
Best.....		4.2.0	4.7.5	PEPPER—Black		6.5.0	.....
T. REDS, 24 yd. 2 a 3 lb. 32 in. nom.		0.9.0	1.9.0	White		12.0.0	12.5.0
Best.....	pc.	.....	.....	RATTANS—Common		2.8.0	3.2.0
VELVETS—Black, 22 in.	yd.	0.1.5	0.1.8	Good to fine.....		3.2.0	3.5.0
VELVETRENS—Black, 18 in.		0.1.2	0.1.3	Best.....		3.6.0	4.0.0
26 in. ....		.....	.....	SAPAN WOOD—			
BLUE DENIMS		0.0.3	0.0.5	3 pieces to the picul.		2.8.0	3.0.0
DIMITIES, 12 yds. 37 in.	pc.	1.1.5	1.2.0	5 ..		1.8.0	2.4.0
41 in.		1.4.0	1.5.0	SANDALWOOD, South Sea ..		3.4.0	3.5.0
MUSLINS, 12 yds. 42 in. nom.		0.6.0	0.7.0	Timor		9.0.0	10.0.0
YARN—COTTON—Nos. 28 a 32		65.0.0	80.0.0	Malabar.....		16.5.0	18.0.0
CAMLETR, English, S S nom.		11.8.0	12.7.5	MANGROVE BARK		0.7.0	1.3.0
GG		12.3.0	.....	FLINT STONES		0.4.5	.....
SSG		12.4.0	.....	COALS, Cdiff (to arrive)...		7.5.0	.....
Dutch.....	Tls.	19.0.0	21.0.0	American		8.1.5	.....
MEDIUM & BROAD CLOTHS	yd.	0.7.0	1.4.0	Sydney (Bull)		6.7.5	.....
SPANISH STRIPES		0.4.8	0.5.3	Newcastle, N.S.W.		7.5.0	.....
" T.T.-B		0.5.5	.....	Takasima (large)		6.5.0	.....
" H.H.		0.5.6	.....	(dust).....		5.2.5	.....
LONG ELLS—				Japan		4.5.0	5.0.0
Scarlet, 24 yrd. H.H.	pc.	6.7.0	.....	Formosa.....		4.7.5	.....
" CPH		6.7.0	.....	WINDOW GLASS—			
" U		6.5.5	.....	Large	pr box.	2.9.0	.....
" V		6.3.5	6.3.8	Small		2.4.5	2.7.0
Assorted, H H Noml.		6.6.5	7.5.0				
" CPH		6.9.0	7.2.0				
" GG .....		.....	.....				
" UU .....		.....	.....				
" V		6.6.0	6.6.5				

* Haikwan Sycee Tls. 100=Shanghai Currency Tls. 111.40.

† Cargo quotations.

METALS.—Iron and Lead.—Our last report on these was short of the truth. There had been business in both imports, but it was kept secret. Forced sales of L. B. Lead had been made at Tls. 5.47½ per picul, so report says, for cash, and Tls. 5.52½ up to Tls. 5.60 per picul had been accepted, payment in two to three months. To-day's cash rate is nominally Tls. 5.50, and there have been small lots sold at that figure during the week. Nail-Rod Iron.—Common brands have been freely offered, but not very largely dealt in at Tls. 1.70 a 1.80 per picul, but best and Dawes' chops are firmly held, without, however, any marked enquiry for them. A sale of 500 tubs Bamboo Steel is noted at Tls. 3.65. Tin, Tin Plates and Quicksilver have not been wanted, and all are again lower in value.

FREIGHTS.—This market has been dull throughout, but the little demand prevailing has not been readily satisfied because of the very low rates tendered by the affreighters. The short supply of Coal in Japan has put most vessels out of that employment, and the Foochow trade has collapsed for the time being, while the Northern business offers but miserable remuneration for Coasting vessels, and the home craft are loading but slowly at £2 per 50 feet *vid* the Cape, and £3 per 40 feet *vid* the Canal. The rates to New York are £2.10 and £2.00 for sailing ships and £4.00 for steamers calling at the ports.

COALS.—As a rule quietness has prevailed, and while prices for those descriptions which have not been in special request, or which have not been affected by scarcity, have declined, those for such as have been so influenced have improved during the last fortnight. The Japan mineral generally, the Formosan, and the Newcastle, N.S.W., may be classed amongst the latter.

COTTON.—The business being small, quotations are again easier. As regards the new crop the weather continues favorable, and the natives interested in the article adhere to the opinion that the yield will be a fair one. In this immediate neighbourhood, however, appearances belie that estimate. There is an abundance of leaf and wood, but a large proportion of the flower has rotted, and as yet there are but few indications of picking apparent. At this time last year the first pickings were on the market.

EXCHANGE.—Sterling rates have fluctuated but slightly since the date of our last report, and close steady at quotations. On India, Demand Bills may be had at Rs. 306, and Telegraphic Transfers have been sold at Rs. 304½. On Hongkong, rates are unaltered.

Statement of Imports and Deliveries of Cotton and Woollen Piece Goods for the week ending 5th September, 1877
compiled from the "Customs Daily Returns," Nos. 199 to 204, both Nos. inclusive.

GOODS.	RE-EXPORTS AND THEIR DESTINATION.													
	Ningpo.	Wenchow.	Chinkiang.	Wuhu.	Kukiang.	Hankow.	Choofoo.	Tientsin.	Newchwang.	Foochow.	Hongkong.	Ninguali.	Higo.	Yokohama.
Grey Shirtings	1,310	...	4,050	200	250	14,550	1,700	5,400	3,200	...	5,450	150	1,400	...
T-Cloths	200	...	1,360	100	350	950	1,850	3,149	8,000	...	...	...	...	50
White Shirtings	651	...	100	...	50	999	...	1,600	500	...	40	...	...	50
Drills, English	200	...	2,290	210	1,055	4,090	...	6,320	3,120	...	...	...	...	1,160
Do., American	195	...	15	...	...	315	75	...	1,920	...	...	...	...	810
Jeans, English	460	...	...	190	...	200	430	629	480	...	...	...	...	75
Do., American	100	...	...	...	...	180	160	200	...	...	...	...	...	150
Sheetings, English	...	...	...	...	...	...	...	1,300	...	...	...	...	...	20
Do., American	...	...	...	...	...	160	100	500	200	...	...	...	...	...
Dyed Shirtings	...	...	...	...	...	...	...	...	...	...	...	...	...	160
Brocades & Sp. S'tings, White	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do., Dyed	50	...	50	...	50	150	200	...	...	...	...	...	...	150
Damasks, Dyed	...	...	...	...	40	280	...	80	...	...	...	...	...	80
Chintzes	...	...	140	...	60	380	135	1,360	120	...	...	...	...	480
Turkey Red Shirtings	...	...	50	...	95	213	50	1,200	...	...	...	...	...	150
Velvets	25	...	...	20	54	325	...	...	...	...	...	...	...	120
Velveteens	...	...	40	...	...	24	...	...	90	...	...	165	800	...
Handkerchiefs	200	...	200	400	1,000	400	...	200	...	...	600	...	222	1,800
Muslins	...	...	...	...	...	...	...	200	600	...	...	...	...	100
Dimities	...	...	...	...	...	...	...	...	...	...	...	...	...	200
Spanish Stripes	99	...	...	6	168	150	...	48	...	...	90	...	...	216
Medium and Broad Cloths	48	...	22	30	36	552	...	...	...	...	...	...	42	252
Camlets	40	...	30	80	140	820	20	150	10	...	30	60	...	160
Long Ells	...	...	60	80	360	1,120	...	40	...	...	40	60	40	140
Lastings	40	...	...	20	360	...	30	...	40	...	...	60	...	60
Crape Lastings	...	...	20	...	...	...	...	...	160	...	...	...	...	20
Lustres, Plain	...	...	...	...	...	...	...	...	...	...	200	100	...	...
Do., Figured	120	...	60	...	100	650	460	270	120	...	...	...	...	480
Do., Crape	...	...	...	...	...	250	...	...	...	...	...	...	...	...
Lead in Pigs	64	...	202	...	122	50	103	840	283	...	...	...	...	...
Iron—Nail Rod	916	...	636	...	126	...	...	...	420	...	...	105	...	...

GOODS.	DELIVERIES.		IMPORTS.		STOCKS AT DATE, BASED ON CHAMBER OF COMMERCE RETURNS DATED 1ST JAN., 1877.		
	For the Week.	For Year From 1st Jan. 1877.	For the Week.	For Year from 1st Jan. 1877.	*At date Estimated.	†	Against 6th Sept., 1876.
Grey Shirtings	44,160	3,346,387	86,748	3,855,141	1,346,400	257,800	489,300
T-Cloths	20,719	1,763,340	88,684	1,855,368	593,900	334,000	451,500
White Shirtings	5,100	442,953	9,600	475,173	135,700	31,500	138,300
Drills, English	18,095	507,749	17,070	447,088	200	83,700	134,500
Do., American	2,595	150,009	13,755	178,839	30,200	...	...
Jeans, English	2,539	180,652	11,620	237,626	94,300	...	...
Do., American	660	22,460	2,500	34,940	12,800	...	10,600
Sheetings, English	1,300	46,572	1,770	27,386	?	13,100	...
Do., American and Continentals	1,120	143,813	16,800	168,356	34,700	...	28,300
Dyed Shirtings	...	13,312	525	10,714	?	200	16,200
Brocades and Spotted Shirtings, White	...	5,445	949	2,997	4,800	...	3,400
Do., Dyed	650	19,318	1,500	22,891	6,000	...	5,400
Damasks, Dyed	480	9,253	9	11,446	3,000	...	2,600
Chintzes	2,675	84,142	2,923	87,972	27,800	...	46,900
Turkey Red Shirtings	2,258	80,090	1,950	71,179	45,500	1,400	48,800
Velvets	1,509	38,261	2,007	43,771	7,300	...	1,600
Velveteens	154	8,062	315	9,561	3,400	...	9,000
Handkerchiefs	5,022	181,811	16,589	332,366	157,300	15,700	19,200
Muslins	900	24,050	309	29,704	8,100	3,800	6,400
Dimities	200	10,952	...	5,336	4,900	...	7,500
Spanish Stripes	777	31,481	1,098	34,401	7,900	...	7,900
Medium and Broad Cloths	982	17,589	977	21,207	18,700	5,700	23,300
Camlets	1,540	56,583	2,460	61,460	11,700	900	9,500
Long Ells	1,940	57,999	1,280	68,800	15,700	3,600	14,700
Lastings	610	27,567	1,990	37,250	11,900	4,500	12,200
Crape Lastings	200	3,399	...	3,710	400	4,500	6,700
Lustres, Plain	350	12,035	...	10,447	4,700	1,200	14,900
Do., Figured	2,260	87,481	960	107,007	30,400	...	31,500
Do., Crape	250	5,890	...	6,427	3,000	...	2,700
Lead in Pigs	1,664	72,629	...	82,672	...	...	...
Iron—Nail Rod	2,203	63,903	5,390	184,733	...	...	...

* Exclusive of Import Cargoes ex *Cassandra, Nestor, Corea, Duke of Abercorn, Wigton, Loudoun Castle, Hesperia, Tigre, Lombardy, Glencagles, several Coasters, and of sundry Re-exports.*

EXPORTS.

SILK.—There has been a considerable rise in our silk market this week, a wired improvement of about 1s. per lb. in London having caused a deal of excitement and speculation amongst natives. With the present high cost cargo in stock and the remembrances of last year still smouldering, they have been eager to take advantage of the first apparent chance. Blue Elephant chop which was purchased for last mail at Tls. 350 (=16s. 10d.) per picul has been taken on foreign account this week at Tls. 400 (=18s. 8d.), and other Tsatlees in proportion. The market closes firm with few sellers at quotations, say Tls. 400 (=18s. 8d.) for Blue Elephant; Tls. 360 (=16s. 10d.) for Bird chop "Fung-ling," and Tls. 325 @ 330 (=15s. 3d. @ 15s. 6d.) for commonest Tsatlee. Settlements for shipment by the outgoing steamer are about 1,600 bales, making total settled to date 6,600 bales against 38,900 bales at same time last year; there has been some enquiry for Kahing Taysaams, and 200 bales of re-reels have been taken from Tls. 375 @ 420 for market silks and Tls. 490 for Suntienchang's chop No. 2 re-reels Tsatlee. Export is confined to 4,958 bales against 34,800 bales last year, 29,850 in 1875 and 32,100 in 1874. The unsold stock is about 14,000 bales.

COMMERCIAL POSTSCRIPT.

SEPTEMBER 8, 1877.

ARRIVALS.—(Not reported above)—None other than coasters.

DEPARTURES.—(Not reported above)—September 2nd, British steamer *Athol*, 3rd, British ship *John Milton*, both for London; 6th, British barque *Wigton* for Portland (Oregon.)The French mail steamer *Tigre* takes 1,500 bales of SILK, and 300 tons of TMA.

WEATHER.—The weather has been unsettled, with occasional showers and northerly and westerly winds. The thermometer has ranged between 66 and 86.

EXCHANGE.—On London, Telegraphic Transfers 5s. 3½d. Bank Bills, 6 months' sight, 5s. 4½d. a 5s. 5d. First-class Credits to Bank, 5s. 5½d. Private and Documentary, 5s. 5½d. On Paris, Bank, Frs. 6.80; Private, Frs. 6.88½ a 6.90. On India—Bombay Bank, Rs. 305 a 306. Calcutta Bank, Rs. 305 a 306. On Hongkong, Bank Bills, demand, 27½ per cent. discount. Private, 15 days' sight, 27½. Gold Bars, Peking, Shanghai Tls. 182 per bar of 10 Tls. Shanghai weight. Bar Silver, Shanghai Tls. 111.20. per 100 Tls. Canton weight. Mexican dollars, Shanghai Tls. 73.525 per 100. Carolus, Sh. Tls. 84.60 per 100. Copper Cash, 1,500 per tael.

LAND.—The House and Garden on the Sikaway road known as "White's Bungalow" were offered at auction, Monday, with a reserve of Tls. 2,000, but elicited no offer of that amount.

SHARES.—Messrs. J. P. Bisset & Co. report as follows:—

H. & S. Bank.—We note a decline in this stock of about 2 per cent. After the issue of our last report, a sale at 47 ½, exchange 73, was reported. Early in the week sales were made at the same rate for cash, at 48 ½ for 30th September, and at 49 ½ for 31st October. The demand afterwards fell off, and holders accepted 47 ½ and exchange 72½. There have been shares offering at this rate, without finding purchasers. A lot was sold yesterday at 46 ½, exchange 73, for 15th October. We hear that shares are offering to-day at 43 ½ premium, and exchange 73, for cash.

S. S. N. Co.—A lot was placed at £30.30. There are sellers at this rate*China Coast S. N. Co.*—Shares are still in demand at £70.*Pootung Dock Co.*—There are buyers at £88.

Yangtze Insurance Association.—On the 1st instant, a number of shares were sold at £790. On the 3rd, the market was weak, and there were some transactions at £785. The rate afterward declined to £770, at which a number of shares was placed. No sales are reported since. Buyers offer £760, without finding sellers.

Hongkong Fire Insurance Co.—A sale is reported at \$670 for 31st December. The market is quiet, but firm.*China Fire Insurance Co.*—Buyers were offering \$165 and the current exchange, but there were no sellers.*S. & H. Wharf Co.*—There have been sales at £90 and £91. The market is strong.*Chinese Imperial Government Loan of 1874.*—A lot has been sold at £104, and the usual exchange 5s. 7½, cum interest.

It is reported that the new Chinese Loan will be offered to the public at £98, with exchange 5s. 5½d., and bearing interest at 8 per cent.

SHARES.	No.	Value.	Paid up.	POSITION PER LAST REPORT.			LAST DIVIDEND, &c.		CASH QUOTATIONS.
				Reserve.	At Working Account.	Date.	To Shareholders.	When pd. or due.	
<i>Bank.</i>									
Hongkong & Shanghai Banking Corporation	40,000	\$125	\$125	\$650,000.00	\$14,027.45	30 June 77	* 21	22 Aug. 77	46 ½ prem., ex. 73 (=Tls. 133.22½.)
<i>Steamer Companies.</i>									
Shanghai Steam Navigation Co. (in Liquidation)	22,500	£100	£30	£615,902.35	.....	30 Dec. 76	{ Return of T.70 on capital.	26 Mar. 77	30.30
China Coast Steam Navigation Co.	5,000	£100	£100	£62,522.10	£41,153.60	30 Dec. 76	* 2½	7 Jan. 76	70
<i>Docks.</i>									
Shanghai Dock Co.	440	£500	£500	£7,183.54	.....	30 Dec. 76	* 2 ½	7 July 77	225
Pootung Dock Co.	950	£100	£100	.....	.....	.....	* 5 ½	1 July 77	88
<i>Gas.</i>									
Shanghai Gas Co.	1,500	£100	£100	£6,523.81	£8,917.74	31 Dec. 76	* 5 ½	10 July 77	145
Compagnie du Gaz	1,000	£50	£50	£2,171.31	£2,333.25	30 Dec. 76	+ 11 ½	27 Feb. 77	73½
<i>Insurance (Marine.)</i>									
China Traders' Insurance Co., Limited ..	200	\$5,000	\$1,500	\$125,000.00	\$85,073.06	30 Apl. 77	12 ½	31 July 77	2,700
North-China Insurance Co., 1875/77	1,000	£2,000	£600	£202,459.66	£456,361.31	30 Dec. 76	£100 pr share	13 Apr. 77	860
Union In. Society of Canton ..	500	\$2,500	\$500	\$106,500.00	.....	31 Dec. 75	.....	.....	900
Yangtze Insurance Association	1,200	£500	£500	£240,000.00	.....	30 Sep. 76	* 7½	12 July 77	770
Chinese Insurance Co., Limited	1,500	\$1,000	\$200	\$62,507.60	\$60,969.24	30 Dec. 76	* 6 ½	1 Jan. 77	250
<i>Insurance (Fire.)</i>									
Hongkong Fire In. Co., Limited	2,000	\$1,000	\$200	\$564,202.00	\$244,445.07	30 Dec. 76	+ \$47.50 p.sh.	20 Feb. 77	670 for 31st Dec.
China Fire In. Co., Limited ..	4,000	\$500	\$100	\$339,787.30	\$96,304.86	30 Dec. 76	+ 12 ½	30 Dec. 76	165
<i>Miscellaneous.</i>									
Shanghai & H'kew Wharf Co.	2,150	£100	£100	.....	£1,878.61	30 Dec. 76	* 4 ½	15 Aug. 77	91
Shanghai Tug Boat Association	900	£100	£100	.....	.....	.....	.....	.....	Nominal.

LOANS.	Amount of Loan.	Nominal Value of Bonds or Debentrs.	Rate of Interest.	When Payable.	Closing.
Shanghai Mun. Debentures—Issue 1872	£ 38,700.00	£ 100.00	8 %	30th April & 31st Oct.	104 Nominal.
Do. 1873	£ 21,000.00	£ 100.00	"	30th June & 31st Dec.	100 "
Do. 1875	£ 42,800.00	£ 100.00	"	30th June & 31st Dec.	105 "
Lyceum Theatre Ordinary Debentures..	£ 17,000.00	£ 25.00	"	30th June.	18 "
Do. Preference do.	£ 5,362.50	£ 37.50	5 ½ %	31st Dec.	20 "
Chinese Imperial Government Loan ...	£ 627,615	£ 100	8 %	30th June & 31st Dec.	£104 "

* For half-year.

† For year.